

Hamburger's
ESTABLISHED 1881

umn's New
shions for
a Petite"

so fortunate as to be
you want to look as
you should?

ger's delightful new
Youthful Models—has a
of Autumn suits and
is daintiness personified.

arming young person,
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is for her. But her moth-
do her shopping in this
the surprise of her friends
Adelaide, you look like
der sister!" And the
lady who has had such a
fitted elsewhere will be
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—Teatrical Models Salons—Second Floor

neck Clothes
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For Boys

made Quality the biggest word
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Frank
in Books
RELIABLES TO
AND BOYS

Smile of
atisfaction
in Every
Cup!

30¢
a lb

CARDBOARD
OILED
TIM FOLI
HEAVY GUM
COVER

FAMILY STEEL CUT

CIRCLE SO COFFEE

MAIS HAMIL & CO., INC.

1 Month
subscribers

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Classified Liners.**WANTED—SITUATIONS—**

Male and Female.
Instruction Classes.

WANTED—RAFTING PIANO PLAYING TAUGHT
in 2 hours; write for books. CHRISTIAN
INSTITUTE OF POPULAR MUSIC, 150 W. Grand
Ave., Los Angeles.

WANTED—TELEGRAPHY, GREGG AND MA-
CARTER INSTITUTE OF TELEGRAPHY, 12 E. Los
Angeles.

WANTED—LEARN TRACTOR ENGINEERING
from H. C. H. Engineering Service, 12 E. Los
Angeles.

WANTED—HOLMAN BUSINESS COLLEGE,
commercial, civil service courses, 602 W. 2nd.

WANTED—WILLIE WOODWARD BUSINESS CO-
LLEGE, 101 N. Broadway, Los Angeles.

WANTED—BIG DRAFTING AND MECHANICALS PRE-
PARATION, 101 N. Broadway, Los Angeles.

WANTED—PRactical AUTO AND TRAC-
TOR ENGINEERING, 101 N. Broadway, Los Angeles.

WANTED—LEARN AUTO SERVICE, CALIFORNIA
for welding, CAL WELDING WORKS, 149 N. Broadway.

WANTED—AGENTS—
and Contractors.

WANTED—TEN GOOD STOCK SALESMEN WHO
are accustomed locally for work on book prop-
erty, California, see HAMILTON BROS., 421 S.
Broadway.

WANTED—INSURANCE AGENTS, GOOD THER-
MOMETER, CONFIDENTIAL CASUALTY CO., 812
Main Street, Glendale, Calif., 424 for Green.

EMPLOYMENT—

Aptos.
WANTED—JAPANESE ASS'T PROFESSOR

101 N. BROADWAY, LOS ANGELES, 1714.

WANTED—CATHERINE BABE, AGENT, 101 N.
BROADWAY, ALL KINDS OF COLORED

WANTED—JAPANESE ASS'T PROFESSOR

101 N. BROADWAY, LOS ANGELES, 1714.

WANTED—SITUATIONS—

Male and Female.
WANTED—AMERICAN WOMAN OF 40 WISSES POSITION AS HOUSEKEEPER, COOK, WAITRESS, SERVANT, etc. Address K., box 200, TIME OFFICE.

WANTED—JAPANESE WISSES COOK, WAITRESS, SERVANT, etc. Address K., box 200, TIME OFFICE.

WANTED—GOOD PRACTICAL NURSE OPEN
for experience. Address O., box 500, TIME OFFICE.

WANTED—COMPETENT LADY STENO, LEGAL
experience, white permanent position. Address P., box 500, TIME OFFICE.

WANTED—LADIES AND SELLERS.

WANTED—LADIES BETWEEN THE AGES OF 21
and 30, good appearance, and give references. Address Q., box 500, TIME OFFICE.

WANTED—COMFORTABLE APARTMENT, 101 N.
BROADWAY, LOS ANGELES, 1714.

WANTED—HONEST ELDERLY MAN, GOOD
character, good health, good references. Address R., box 500, TIME OFFICE.

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THE CITY AND ENVIRONS.

At Redondo Beach.

Although the official summer season at Redondo Beach is over, the bath-house, which is one of the best known on the Pacific Coast, will be open every day from 10 a.m. on Wednesday and Saturday evenings. Pacific Electric officials announced yesterday. The dance pavilion will be open also on Wednesday evenings and Sunday evenings and Sunday afternoons.

W.W.C.A. Gym Classes.

The Young Women's Christian Association gymnasium opens Thursday, September 15, for the fall term. There are morning, afternoon and evening classes giving systematic training in military exercises, aerobics, tennis, and Indian club, dumb-bells and wand drill, folk and aesthetic dancing and games. This is followed by a lesson in swimming. Registration begins next Tuesday.

For Bean Growers and Dealers.

H. Clay Miller, Pacific Coast representative of the bean dealers of the United States Food Administration and of the Bureau of Co-ordination of Purchases, will hold an important public meeting in the opera house, Grand Central tower, downtown at 10 o'clock. All those in Southern California who are interested in growing and distributing beans are invited to attend this meeting.

Another Kansas Society.

About 100 former residents of Marion Harvey county, Kan., in Lincoln Park yesterday and formed the Newton-Harvey County Association of Southern California. Officers were elected as follows: President, W. S. Allen, No. 620 Farmers Building; Mrs. Thomas, vice-president; Mrs. Samuel Swartz of Los Angeles; secretary, Mrs. C. H. Northrop of Santa Monica.

Four City Jobs.

The Civil Service Commission has announced examinations on the following dates for positions in the municipal service, which will be held in Los Angeles: September 28, high-grade animal inspector, salary \$190 to \$195 per month; two vacancies in Los Angeles and one at the harbor, age limits, 21 to 50 years, residence in Los Angeles required; September 29, firemen, salaries \$190 to \$195 per month; one at the harbor, age limit, 21 to 50 years, residence rule waived. Further information and application blanks may be secured upon application in person at room No. 4, Normal Hill Center.

AIR MAIL PILOT ARRIVES IN CHICAGO.

IMMENSE THROB GRENDS AVIATOR BRINGING FIRST AIR MAIL FROM NEW YORK.

(BY A. P. NIGHT WIRE)

CHICAGO, Sept. 6.—Max Miller arrived in Chicago at 7:05 o'clock tonight with the first aerial mail from New York. He left the eastern city at 7:05 o'clock, eastern time, Thursday morning, requiring thirty-six hours and fifty-six minutes for the trip.

Most of this time was consumed in an overnight rest at Cleveland, the aviator having been driven 150 miles out of his course yesterday near Pittsburgh.

Miller was greeted by an immense throng in Great Lakes when his exposition is showing. Capt. B. B. Lipner, in charge of the air mail service, greeted the aviator and in the excitement announced that Pilot Eddie V. Gardner had just arrived from New York some time after Miller had arrived. Under a brighter light he recognized Miller. The mail brought from New York was hurried into motor trucks bound to the post office in fourteen minutes.

Edward V. Gardner, pilot of the second airplane with mail from New York, arrived in Chicago about 1:30 o'clock tonight on account of smoke and darkness. He will drive his machine to Chicago in the morning. Flares were kept burning in Grant Park until nearly 10 o'clock, when word of Gardner's descent was received.

SALES OF SECURITIES BANNED DURING LOAN.

(BY A. P. NIGHT WIRE)

WASHINGTON, Sept. 6.—The government's Capital Issues Committee announces it will not approve the sale of any securities during the fourth Liberty Loan campaign, between September 28 and October 19, except refunding issues to take care of maturities within that period.

SCHOOLS WILL GET SUGAR FOR CLASSES.

(BY A. P. NIGHT WIRE)

SAN FRANCISCO, Sept. 6.—Sugar is to be supplied all California schools teaching domestic science and for use in school luncheons, the Federal Food Administration announced here today in making available an order from Washington rescinding a previous order forbidding sugar for such purposes.

SUGAR RATION STAYS SAME.

(BY A. P. NIGHT WIRE)

WASHINGTON, Sept. 6.—The government's Capital Issues Committee announces it will not approve the sale of any securities during the fourth Liberty Loan campaign, between September 28 and October 19, except refunding issues to take care of maturities within that period.

THE GUMPS—ANDY HAS CLOSED HIS FISHING SEASON.

(BY A. P. NIGHT WIRE)

LOS ANGELES, Sept. 6.—The Los Angeles shipbuilding and drydock company have announced by telegram that the first steel ship built there gilded into the water from the ways

SHIP QUANTITIES GAS AND MASKS.

Enough Latter Produced Now
to Supply All Needs of
American Forces.

(BY A. P. NIGHT WIRE)

WASHINGTON, Sept. 6.—Production of gas and of gas masks in the United States has reached the point where shipments in great quantities are being made, Maj.-Gen. Sibert, chief of the chemical warfare service, said today.

Enough masks are being produced to supply all the needs of the American forces.

Improvement in the protective equipment of the Allies has reduced in a marked degree gas casualties, it was officially stated.

MAKING OF BEER TO END DEC. 1.

(Continued from First Page.)

the conference—all regarded friendly to the legislation—were appointed: Gora of Oklahoma; Smith of South Carolina; Smith of Georgia; Kenyon of Iowa, and Francis of Maryland.

How long the bill would be in conference was regarded doubtful. Proponents of the bill will go to the President, who participated in conferences culminating in the Senate compromise for extension of the effective date. The war revenue bill and accounting for a recent war committee obstacles.

AMENDMENTS REJECTED.

Eleven-hour efforts to extend the time for manufacture of beer and wine and disposal of stocks of intoxicating beverages were futile, the Senate rejected without roll call an amendment by Senator Phelan of California to make the provisions of the Senate compromise effective January 1, 1919.

The Senate rejected, 28 to 15, an amendment by Senator Bankhead of Alabama proposing a commission to report to Congress the actual value, not exceeding cost, of such spirits, with a view to appropriation for reimbursement of overhead.

During the Senate controversy, opponents of the bill—especially spokesmen for wine industries—declared it will ruin many interests by not giving them enough time to clear up their accounts.

Prohibition leaders say that demobilization of troops may require one or two years after the war continuing operation of the law certainly until after the spring of 1920, when they confidently expect the national prohibition amendment to be ratified.

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SEPTEMBER 7, 1918.—[PART I]

\$24,000,000,000.

NEW TAX BILL WORLD EPOCH

Congress Begins on Great
Revenue Measure

Levies Double Amount
Nation Ever Attempted

Plans Laid to Make Law
Middle of October.

BY A. P. NIGHTINGALE.
WASHINGTON, Sept. 6.—Out evidence of political
Congress today began work on
greatest revenue measure in history, providing for the raising
\$24,000,000,000—\$8,000,000,000 in
taxes and twice as much in war bonds
to pay America's share of the cost of the
war next year, and for its co-belligerents.

In the House, Democratic Leader Kitchin, chairman of the Ways and Means Committee, explained draft of the bill, while hearings on it were begun by the Finance Committee. Mr. Kitchin's explanation was interrupted by adjournment for the day, after general discussion of the bill's specific reference to the income tax. Beginning with the excess war profits levies tomorrow, he said, he would devote all of the session to presenting his statement.

CONSIDERATION TUESDAY.
With Representative Verne G. Smith of Michigan, ranking Republican committee member, and others invited to speak on the bill, hearings tonight were that formal review of the measure, section by section, amendment would not begin in House before Tuesday or Wednesday.

Chairman Simmons of the Finance Committee, after Mr. Kitchin's statement, hoped the bill could be in the middle or last of October.

"This bill marks an epoch in the law legislation of the world," Mr. Kitchin told the House. "It is twice as much as any nation at the beginning of time has ever collected from its people."

The taxes, the chairman said, will be hard to pay, but he said they would be borne "without injury to any industry or industry, and that not a protest against the bill had been made by any business, which, he declared, is patriotic, too loyal, too big, too anxious of shirking the financial burden of the war."

The war revenue measure, Mr. Kitchin declared, is designed to bring to the government an absolutely necessary for the safety of Germany, places the burden equitably, and the nation hopes it will meet with the approval of the administration and Congress.

SOLDIERS' SACRIFICE.

"These taxes are going to be paid and hard to bear," Mr. Kitchin resumed, "but I want every taxpayer to know that the millions of our boys over there are greater and harder, and are making a greater sacrifice than we are, making it nobly and gladly."

"Every business man and woman should understand that

The Illustrated Magazine

The War-Driving Sunshines at "End of the Setting Sun"

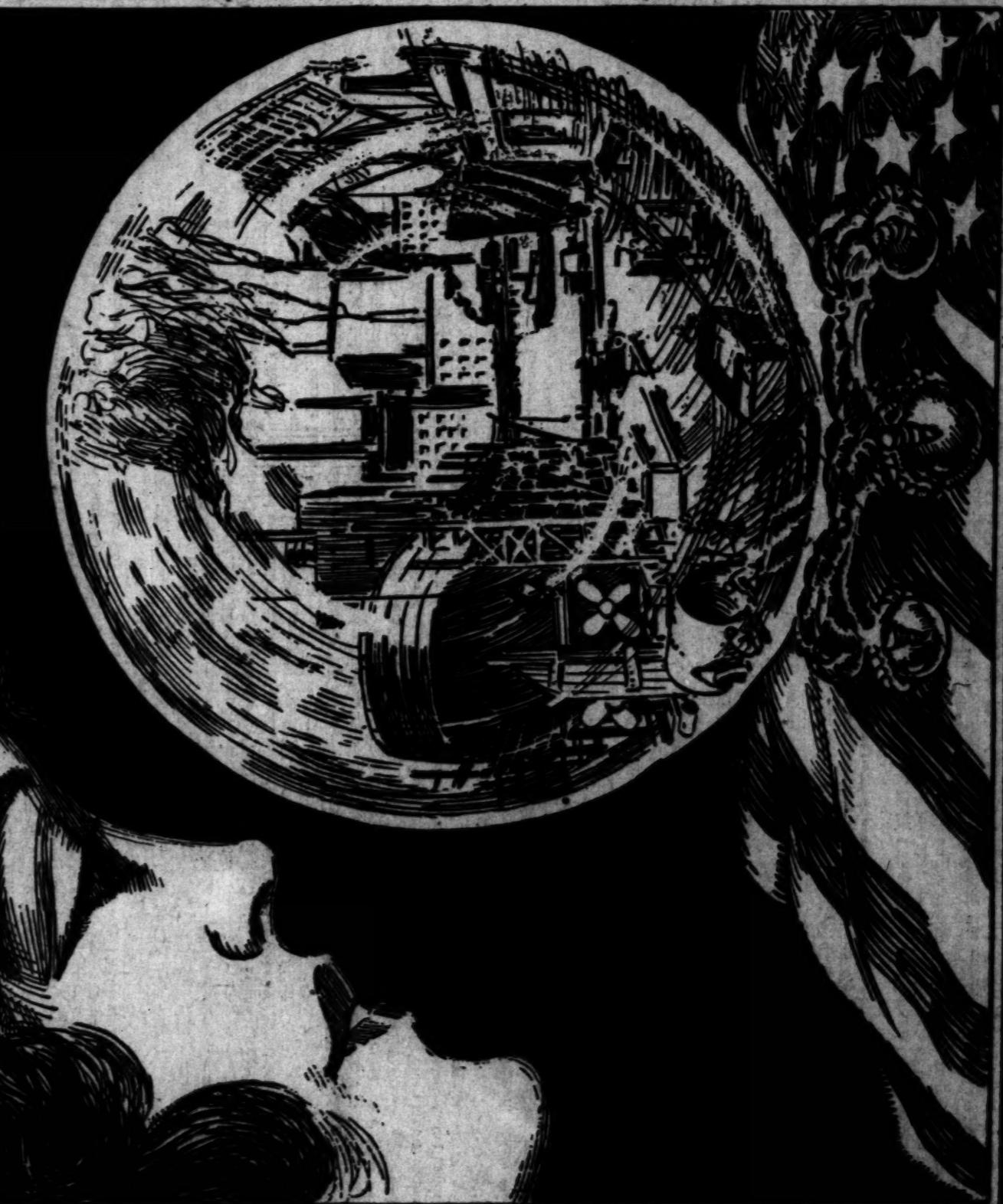
ULTIMATE WORLD PORT.

SATURDAY, SEPTEMBER 7, 1918.

HARBOR NUMBER.

The Cities of Destiny

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In 1899 he
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Building Big Ships at Top Speed to Win the War.

On the fifteenth day of December last a notable event took place at Los Angeles Harbor. On that day and in that place the first steel ship built there glided into the water from the ways of the Los Angeles Shipbuilding and Drydock Company. The enthusiasm of those gathered to witness that memorable event was engendered by the novelty of the occasion as much as by its patriotic significance. Since that time twelve ships have been launched from the same ways and it has become so much a part of the day's work that such an occurrence hardly calls for special news mention. Six of the twelve ships are already in government service and the others are rapidly nearing the final touches. Several weeks ago the glad news was received that the *Acomac*, for that was the name of this first steel freighter, had arrived safely in France. On its trial trip the *Acomac* bettered every government test and met every requirement.

On June 8, 1917, the present busy site of the Los Angeles Shipyards was a boggy stretch of tide land that seemed to offer no possibilities of future good. The following day ground was broken (or one might say water was pumped) for the foundation of the present yards. Not only was it necessary to pump water off the land for foundations but the dredgers kept busy for weeks filling in the space to elevate the land to the proper level above high tide. Not until then was it possible to begin the erection of what today is a plant that employs 9800 mechanics and is turning out two fully equipped 8800-ton steel ships every thirty days. The romance of the war, when it is written, will not all be of the battlefield. No words praise on "our boys" at the front. And perhaps in the glory of their achievement will be forgotten the struggles and triumphs of those who made a bridge of ships to France.

BIG AUXILIARY PLANT.

In creating the steel shipbuilding industry in Los Angeles Harbor it was necessary for the Los Angeles Shipbuilding Company to establish at the Harbor an immense plant to provide for auxiliary activities. This company is now turning out every single part of the ships they build with the exception of the boilers and steel plates. Even the engines are locally made. All the furniture, woodwork and finishing is manufactured at the plant itself. An upholstery shop presents a busy appearance and the Los Angeles Yard own artists do whatever interior decorating is called for. Ordinarily, the life-boats, auxiliary machinery, such as hoists, steering gear and other parts are made by specialty manufacturers, but so complete are the units of this plant that these are all made at the Harbor. It is not even necessary to go any further than Los Angeles to get all castings required. All these activities require the time of practically 10,000 men who are receiving in wages over \$50,000 a day. Los Angeles, you should be proud of this plant, for of such will your future be made.

Working under the instructions of the Emergency Fleet Corporation the Los Angeles Shipyards are building standard freighters of the Robert Dollar type. This is a steamer of 8800 tons dead weight carrying capacity, is 431 feet long and 56-foot beam. The

engines are of 3500-horse-power and the boat has a required speed of about 10½ knots.

THIRTY SHIPS UNDER WAY.

The Los Angeles Shipbuilding and Drydock Company have, at the present time, thirty ships of this type in various stages of construction. Ten more have been contracted for by the Emergency Fleet Corporation, making a total of 40 ships which this yard will have completed by the end of 1919. To do so requires a speeding up of activities so that three ships instead of two may take the water each month. The total value of the ships will be \$70,000,000. The last contract for ten new freighters came to the Los Angeles Shipyards as an echo of Mr. Schwab's visit to Southern California.

"Business in the three years to 1914 had profits estimated at \$4,000,000,000. In 1915 profits of \$6,000,000,000, they had profits of \$8,000,000,000. In 1917, after the taxes levied by this bill, they may be hard as they will still have more than \$600 more than it had before and a billion and a half was to pay dividends."

Mr. Kitchin said the United States could finance the war better than Great Britain and Germany combined. The time might come when consumption taxes would be necessary, and if it ever did American people would give up all profits and live over living expenses to win the war. Chairman Simmons of the Finance Committee sat in throughout Mr. Kitchin's hearing attentively.

Attendance of Representatives dwindled as Mr. Kitchin in taking up the bill became chairman explained the tax, and replying to a married member of his house, said he would pay \$470 out of his \$7500.

BACHELOR PENALTIES.

"How about a single man?" asked Representative Daniels of Illinois.

"For being unmarried pay \$550," replied Mr. Kitchin. Great surtaxes on incomes provided in answer to Rep. Moore of Pennsylvania, higher rates—the maximum being 65 per cent on income \$5,000,000—might cause adversely affect the market of any American citizen. The largest is \$20,000,000.

Representative Baker of Indiana asserted that hotel near cantonments have been buy hotel buildings during year, although their annual income was only \$7000. He asked if the knew of these "war profiteers." Kitchin said he had no information.

"Any information as to aircraft?" asked Rep. Knutson of Minnesota. "None," replied Mr. Kitchin. In citing a number of incomes, Mr. Kitchin noted opinion that the men selected were "directly or indirectly in government service." Three officers of a pipe manufacturing company, whose names had incomes of \$2,000,000 in 1917, and with \$21,000 in 1914, also said.

Four Alaskan Chaplains (BY A. P. CONAN) JUNEAU (Alaska) Alaska has already sent four chaplains to the men in the Army. They include Rev. George J. Tanaka, Rev. J. S. Hulse, Rev. G. J. Murphy, and Rev. J. J. Brady of Hoonah, Rev. J. J. Murphy, Vice-President and Assistant Treasurer; Standard Jess, Director; J. S. Sartori, Director; Fred A. Gardner, General Superintendent and Chief Engineer; Roy Caverley, Naval Constructor.



Two eight thousand eight hundred steel ships.

Above, launching of the West Estral, August 17. Below, Acomac, first ship launched. This ship has met every requirement and is now in commission.

ALL BUILT BY CONTRACT.

With some few men who knew working beside men who wanted to know, a force was soon gathered together that went at the job with the full determination to soon be real shipbuilders.

It is interesting to the public to know that all ships are now let on a contract basis. The Emergency Fleet Corporation penalizes the yard that delays the completion of a ship and rewards the one that speeds up production. Each ship is built according to rigid specifications and the contract is let only after the officials have satisfied themselves that the building company can handle the situation. Then a certain fixed price is set per ship which cannot be exceeded.

The days of hit-and-miss, haphazard building have passed if they were ever here, and today the shipbuilding business is as exact in its practices as any other business of a private or public nature could be. This great industry is offered by the following men, names familiar in the industrial and commercial life of Southern California: Fred L. Baker, President and Treasurer; F. L. Maphital, Vice-President and General Manager; Daniel Murphy, Vice-President and Assistant Treasurer; Standard Jess, Director; J. S. Sartori, Director; Fred A. Gardner, General Superintendent and Chief Engineer; Roy Caverley, Naval Constructor.

from New York city at time, Thursday, thirty-six hours from the start.

Much of the aviator's time was spent in Los Angeles, in service, getting the engine repaired. Edward V. Miller, who arrived U.S. from New York, received a motor truck from the office in Los Angeles, and his machine was ready when word was received.

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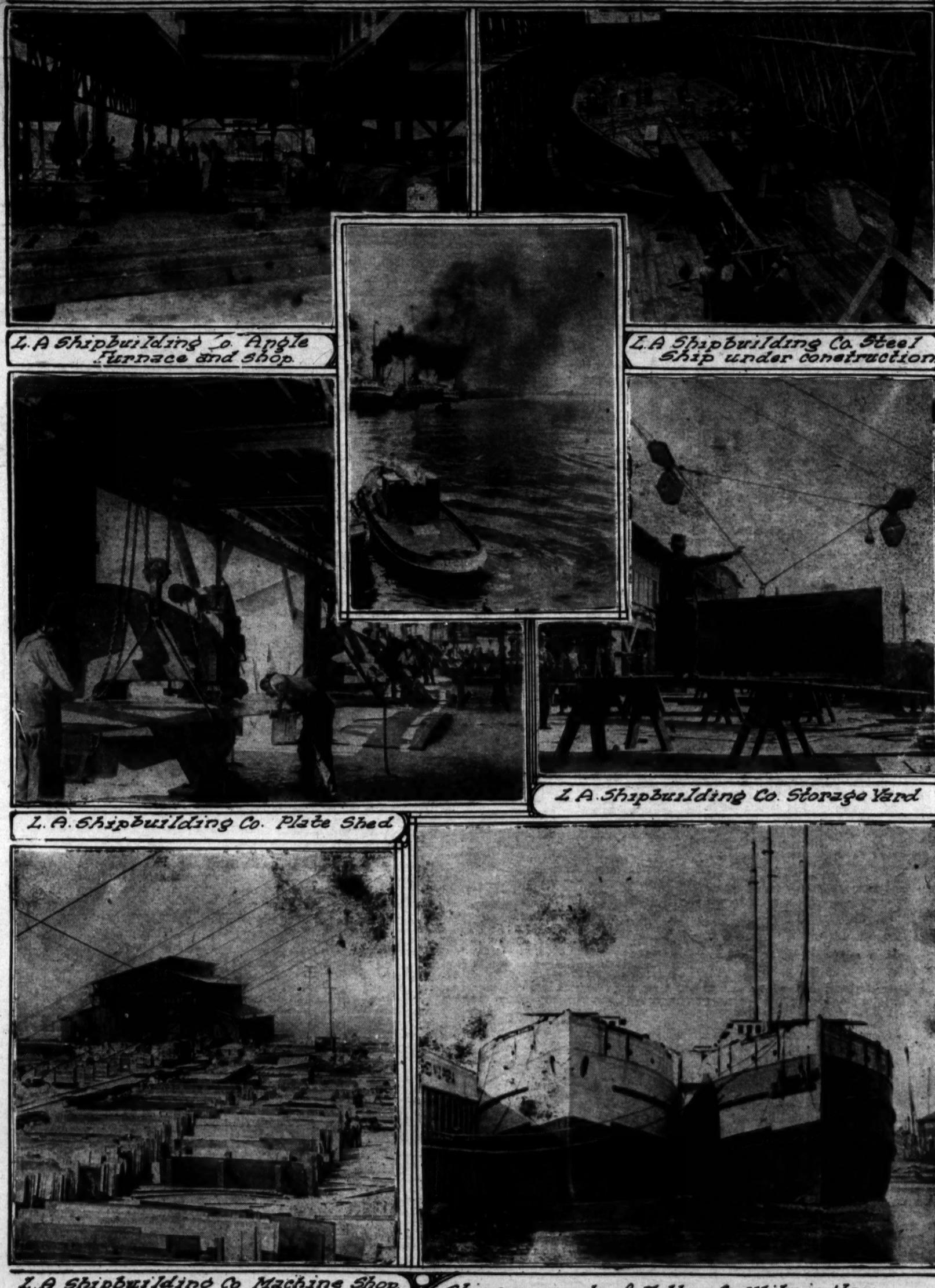
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Activities at the Port that Becomes Busier Every Year.

Special Number

Saturday, September 7, 1911.

Where the Foundation for World Trade is Now Being Laid.



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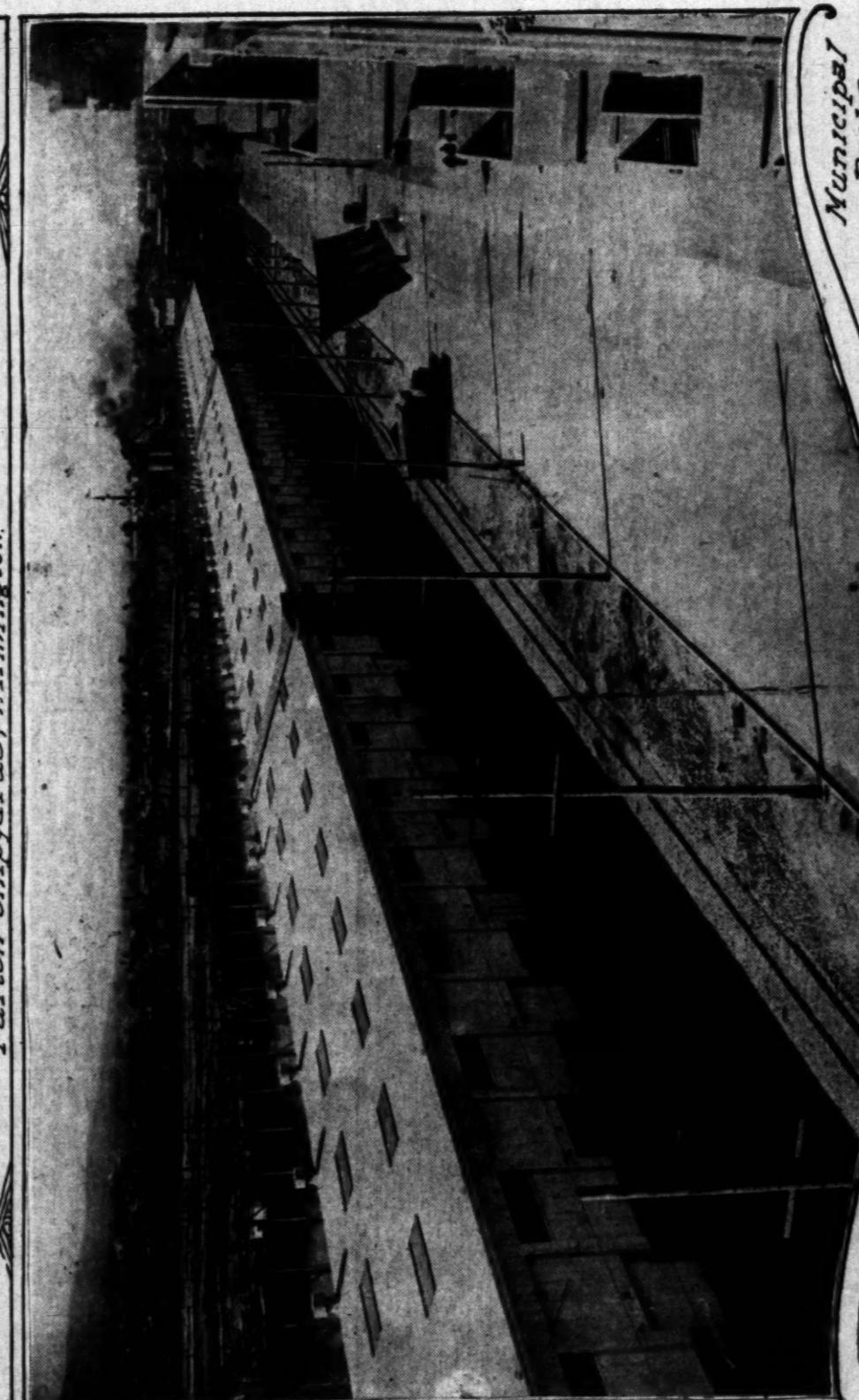
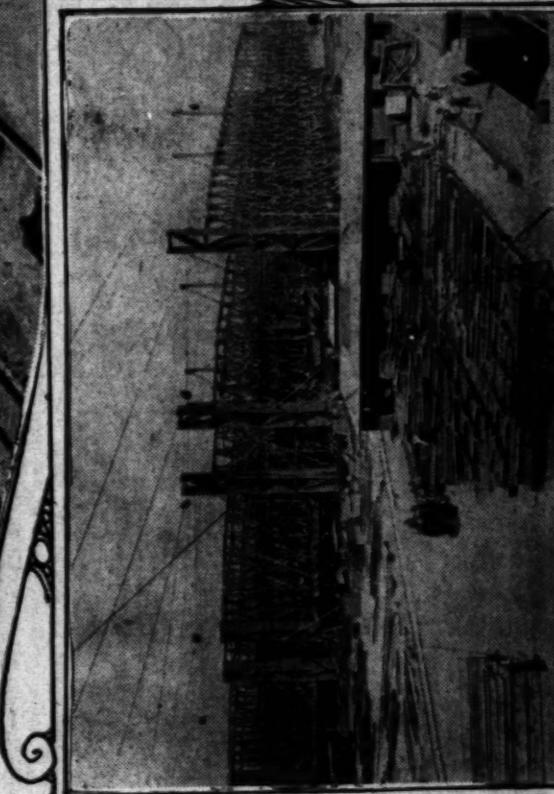
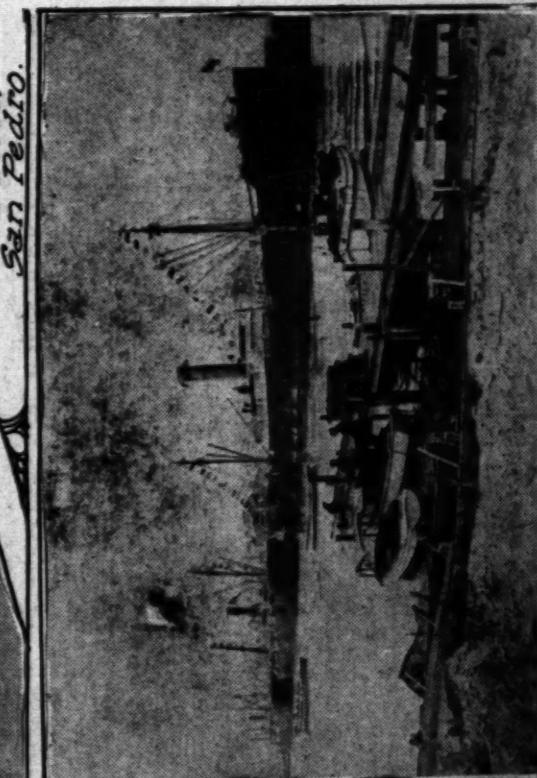
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L.A. Shipbuilding Co. Assembling Platform. American Hawaiian 5500 boats at Pier A



Fulton Shipyards, Wilmington

Activities at the Port that Becomes Busier Every Year.

Where the Foundation for World Trade is Now Being Laid.



A Concrete Story of Concrete Ships.

Harbor Workers are Well Served by the Pacific Electric Railway.

In time to come, writers of romance, and those who may tinge their articles with a smattering of history, will preface their stories thus: "When the United States declared war upon Germany, etc., etc., and knowing that they will do just that same little thing, I'm going to beat 'em to it, so, for a starter, will take the above for a stereotyped phrase, and then on with what is on my mind at present.

Everybody in California knows that Los Angeles Harbor shelters an even half-dozen real-for-sure shipbuilding plants, and the people of Los Angeles know full well that the thousands of shipworkers have no homes at Los Angeles Harbor—so performe it's up to the shipworkers to work at the harbor and live twenty-two miles away—all envoirs.

The yards grew, not only in the way of mechanical contrivances, but in numbers, with augmented machinery and equally large numbers of men—nine-tenths of all of whom lived and are now living in Los Angeles and its environs. Multiplied thousands of artisans, eager to help the government, eager to earn an increased wage, flocked to the harbor cities for employment, found it and then came the question: "Will the railroad facilities be equal to the rush of taking the thousands to and from the harbor?"

That question is well answered by the difference in favor of the worker in that Sherman's men were compelled to "hike" while the shipworkers only worry is forty-five minutes from Broadway, Los Angeles, via trolley. Let's lapse back—employ the "to be" war-worn phrase, "When war was declared," single cars, sometimes a train of three or four cars, were started from the Pacific Electric station bearing investors to Wilmington and San Pedro and the ever-eager tourist to Catalina.

Then came a change. The investor became a constant patron of the line, and with the same big bunch of tourists, came the men work makes it impossible for any rail-of brains, muscle and mechanical road to renew its rolling stock now-training, to build ships that will not adays. The yellow and red cars from other cities now used by the Pacific

Electric is a good indication of the true condition confronting a railroad faced suddenly with a greatly augmented demand for accommodations. That

great system takes the boys to the various plants, lands them at the very gates, loads 'em up when they are off duty and brings 'em back again—all of which is done without friction, with the maximum degree of comfort, quickly and safely. Could anything more be said in extolling a railroad system that had before earned the distinction of being the greatest developing factor in the State of California.

EFFICIENT SERVICE. And besides, in performing its work for "Uncle Sam"—that's you and I—the Pacific Electric has endeavored not to neglect any other branch of its net-work of lines and the people in the uplands, where orange groves abound.

Those who live in the fertile valley sections, found that they were given every consideration and were being cared for as assiduously as were the men who shaped steel, wood and concrete to build ships to guard the granary of the world—our own United States.

To the lay mind this shifting of cars from one locality to another is simply a matter of throwing a switch. But it is an absolute rule of every well ordered railroad that no one line of travel shall suffer to the advantage of another, and it is the equalization of equipment that has made the task a difficult one. That the Pacific Electric has been able to do so speaks well for its executive foresight.

"You've just got to hand it to the Pacific

Pacific Electric when it comes to efficiency."

The lines were called upon to do that which appeared almost impossible. But nothing is impossible in this day and age, so every officer and every man in the employ of that magnificent system "buckled down to business," determined to put the job over.

Here's a case in point that emphasizes how well they have succeeded: One shipyard changes shifts at 4:40 every afternoon and when the off-going shift of tired men leaves the yards, it finds cars for all, ready to roll up to the station and take them home. That shift calls for fifty-nine cars, and while every one in the bunch does not get a seat, yet they get on and get home almost as quickly as they would were they to start at Seventh and Broadway to some home spot in the southwest.

The mobilization of Uncle Sam's own sea-fighting men at San Pedro has made added demand on the system. Accommodations of a thousand or more must often be made with a few hours' notice. The naval men of the harbor make Los Angeles the first port of call and it is here again that "our boys" must be served.

It requires considerably more than a mile of passenger cars daily to handle the traffic at the harbor. Since the heavy travel has been inaugurated, the company has suffered no accidents and very few individuals have been even slightly injured and in every case the injury was the result of carelessness on the part of the passenger. "Some achievement" you will say. Yes, and all Southern California glories in the

balmy days of the American merchant marine, is broad and deep, for maximum cargo space. They are built to negotiate very shallow water. While every care is given to the building of good ships, there are no frills added for decorative purposes, and when one notes the rigid inspection of every timber that goes into the big hulls, they are lead to believe that Chandler ships will be nosing into all the ports of the world for many years to come.

The Chandler Company has to date launched three vessels, with two on the ways, one almost completed. Two additional ways are being constructed and much mechanical equipment is

being placed for greater activity.

Ralph Chandler, president of the company, gives his complete

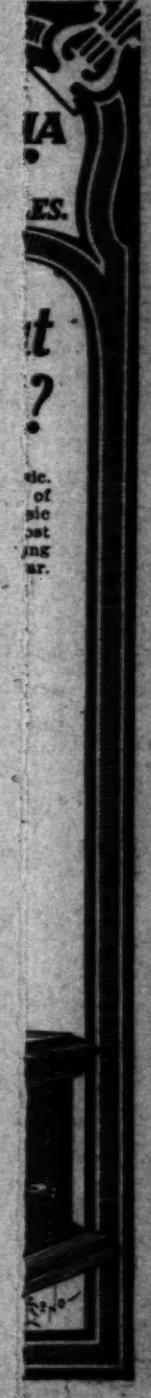
time to active management and has with him a corps of efficient ship-

builders at the head of every department and hundreds of work-

men who thoroughly understand their business.



Steamer "Bellota," first boat from Chandler ways.



The Chandler Shipbuilding Company.

A year ago one desolate spot on Mormon Island was a resting place for pelicans and gulls, free in the fact that man was not a disturbing element in their lives. Then came the order—**Ships! Ships! Ships!** Ships to carry ships, there are no frills added for decorative purposes, and when

the balmy days of the American merchant marine, is broad and deep, for maximum cargo space. They are built to negotiate very shallow water. While every care is given to the building of good ships, there are no frills added for decorative purposes, and when

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The Chandler Company has to date launched three vessels, with two on the ways, one almost completed. Two additional ways are being constructed and much mechanical equipment is

being placed for greater activity.

Ralph Chandler, president of the company, gives his complete time to active management and has with him a corps of efficient ship-builders at the head of every department and hundreds of work-men who thoroughly understand their business.

The Chandler Company specializes in wooden ships, and up to the present has built nothing but vessels of the Ferries type. Good, staunch boats of 3600 tons burden. Equipped with powerful engines that send them through the water at a twelve-knot clip. The Ferries type does not run to length, but much like the merchantmen of

born in Ohio, and enlisted in the Cavalry. He was a Lieutenant from that time. His son, a captain in the Cavalry, major in 1911, served thirty-three years. In 1913, at his graduation, he served in the Infantry and was promoted to Captain. In 1919, he served in the Cavalry, major in 1920, and was promoted to Captain. In 1922, he served in the Cavalry, major in 1923, and was promoted to Captain. In 1924, he served in the Cavalry, major in 1925, and was promoted to Captain. In 1926, he served in the Cavalry, major in 1927, and was promoted to Captain. In 1928, he served in the Cavalry, major in 1929, and was promoted to Captain. In 1930, he served in the Cavalry, major in 1931, and was promoted to Captain. In 1932, he served in the Cavalry, major in 1933, and was promoted to Captain. In 1934, he served in the Cavalry, major in 1935, and was promoted to Captain. In 1936, he served in the Cavalry, major in 1937, and was promoted to Captain. 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Some of the Reasons for Long Beach's Increasing Prosperity.

Specialty Article Number 25

Saturday, September 7, 1918.

HARBOR HELPS LONG BEACH GROW.

AN INDUSTRIAL section employing thousands of men and women at a monthly payroll of more than \$500,000; an excellent inland harbor with five miles of water frontage; advantages of natural gas, oil and hydroelectric power; shipbuilding concerns erecting millions of dollars worth of steel bottoms for the government; scores of food-producing concerns, including fish, fruit and vegetable canneries; kelp potash companies manufacturing chemicals which formerly could only be procured through German sources; woolen mills, lumber yards, machine shops, paint factory, gas works, million dollar electric power plant—these are a few of the features and activities of Long Beach Harbor.

Long Beach's harbor district, profiting from the benefits of many cardinal advantages, has made, within the scope of only a few years, an impressive start toward the realization of the potentialities of such a situation.

Big possibilities in an industrial and commercial way were seen to be in store for the city when it was discovered that the lowlands lying to the west of the business and residential sections could be transformed into a harbor and the great area of marshy acreage adjoining the harbor channels developed into ideal sites for manufacturing establishments.

Within only a few years Long Beach has gone forward in this line of development by great strides since private capital conceived and began to produce an inner harbor where formerly existed only a marshy expanse, a real harbor with shipyards where millions of dollars worth of ships have been built and many other industrial establishments of note.

Westerly from the residential and retail districts and quite distinctly separated from them are thousands of acres of level land admirably adapted to manufacturing purposes, with about seventy-five acres of waterways.

Millions Invested In New Industries.

SINCE the development of the harbor, millions have been invested already in manufacturing and other industrial enterprises.

Railroad facilities are ideal, the district being served by two transcontinental lines,

the Southern Pacific and Salt Lake, and the Pacific Electric, whose branches reach out to practically every town in Southern California.

Terminal rates are in effect, giving the manufacturer, wholesaler and retailer every advantage of other Pacific ports in this regard.

Pipe lines carrying oil from the oil fields pass through the industrial district, giving the manufacturers the benefit of excellent service in this respect. Natural gas is also piped through the district.

One of the advantageous points of Long Beach harbor district is that water frontage, together with land, is sold in fee simple. On many harbors land can only be leased. Ownership in fee simple is to be preferred because thereby the manufacturer can finance himself for his operations more readily.

Long Beach Harbor, which has four miles of complete water frontage, a direct ocean entrance, and the aforementioned advantages of vast acreage for industrial sites and excellent facilities for the exchange of traffic, has been developed largely by private capital in the amount of close to \$2,000,000. Close to \$800,000 of this sum has been spent for dredging alone.

The transformation of what was formerly a marsh into a commercial harbor, lined by big industries, has been in progress only since 1906.

Every investigator of this rapidly-growing port has expressed amazement at what has been wrought, and at the same time is moved to declare that Long Beach, industrially speaking, is still in its infancy for the possibility of development.

Long Beach as a whole is characterized by a progressive, generous public spirit, favoring and encouraging the incoming of industries. Practically all the citizens are united in interest in the harbor as a particularly important municipal asset.

At an election held recently bonds were voted for harbor improvement by the city, an important part of the work to be the dredging of a channel, 200 feet wide, into San Pedro, to connect with Los Angeles Harbor, completing one of the largest twin ports in the world. When this achievement has been completed and the flood control plans carried out the united waterways will form the greatest harbor of the great Southwest.

The government has already appropriated \$1,000,000 toward the proposed flood control measures. The county voted \$4,500,000 in bonds for the same purpose and the State manifested its desire for co-operation by enacting legislation to provide for an appropriation equal to that of the government. A new channel will be constructed to carry to the sea the storm waters from the inland, thus eliminating the silting of the harbor waterways, the only obstruction in the way of the complete and permanent success of the local port.

Shipbuilding Yard. First in Importance.

THIS first large industrial enterprise to be established on Long Beach Harbor was a shipbuilding yard. As this was the first industry there in point of time, so it is generally regarded as first in importance among those on the harbor channels.

More than \$30,000,000 worth of steel vessels have been or are being built on Long Beach Harbor, but far greater activity is foreseen in this line of employment as well as many other industrial lines, for the natural advantages of the Southern California and additional advantages which are peculiar to this particular locality make further great strides an absolute certainty.

A large number of shipyard employees own their own homes and manifest a real personal interest, not only in their work, but in the affairs of the city. There are also to be noted among the employees many young men who were given opportunities to work in the shipyards during their high school years and who have gratefully embraced these opportunities. With the present rush in shipbuilding there is no industry that offers better openings to energetic young men.

With more than a half a dozen large and well equipped canneries established here, giving employment to thousands of men and women, Long Beach Harbor is the leading center of the important fish canning industry of Southern California.

Sardine packing alone of late has been growing to huge proportions, and yellowtail, mackerel, bonita and barracuda have been utilized also for canning during the past season.

The canned tuna is the most widely known and most popular product of the

canneries and this fish, now a table delicacy in homes and hotels throughout the land, may be termed "California's fish de luxe."

Six Hundred Boats In Fishing Industry.

TUNA fishing in Long Beach waters is done altogether from motor boats, the old style regulation craft being of about five tons, driven by gasoline engines of from fifteen to twenty-five horse power. The last two years, however, has seen the introduction of numerous large boats into this business, many of them high-powered launches of from forty to sixty feet in length, equipped with engines from thirty-five to eighty horse power.

If necessary these larger vessels can make cruises of several hundreds of miles. Approximately 600 boats are engaged in the industry, operating out of Long Beach, Wilmington and San Pedro.

A brief description of Long Beach Harbor follows:

The channel leading between the jetties has a depth of twenty feet at low tide and connects with the turning basin, within which is separated from the entrance channel by the Salt Lake bascule drawbridge, the largest single span drawbridge of this type in the country.

The turning basin has a depth of twenty-one feet at low tide, and gives an area ample for the turning of the largest vessels, being 1400 feet wide.

Connected with the turning basin is Channel No. 2, which is 200 feet wide, twenty-one feet deep at low tide, and nearly a mile long, giving two miles of water frontage. The south side of the channel is occupied by the California and Craig Shipbuilding Companies, now known as the Long Beach Shipbuilding Company since a recent merger.

The land above the channel is well adapted for manufacturing and shipping.

The land excavated thus far has been used for filling Back Bay Tract No. 1, a 100-acre piece of land lying north of the harbor.

This tract, originally a marsh, now rises twelve feet above low tide and is improved with streets, walks and curbing.

The 100 acre lying north of Channel No. 3 and south of Channel No. 2 also have been filled in to an elevation of fifteen feet above low tide.

SAN PEDRO FACES ITS BUSIEST YEAR.

BY C. F. HAYDEN.

SAN PEDRO faces the busiest year in its history.

The San Pedro Chamber of Commerce, having spent the past year in its usual activities, sees the certain prospect of redoubling those activities almost immediately.

First in importance is the work of winning the war. This work is no less important in San Pedro from the fact that immense shipbuilding plants are in operation and are in process of enlargement. The food-preserving plants are also in this category and coupled with these two activities is a third, the adequate preparation necessary immediately to care for a huge expansion in the shipping of the port.

Influx of an immense number of workmen engaged in the shipping yards and the canneries has crowded San Pedro so that it is a practical impossibility to house the men and women who want to live here near their work. Transportation facilities between the port and the residence sections of Los Angeles, where most of these workers live, are taxed to almost their capacity.

New construction in San Pedro has exceeded for over six months the total in any other community in Southern California and it has only begun. With the large amount of vacant property in San Pedro, the year promises an expansion in the number of homes in this city greater than that of any one year in the history of the port.

Transfer to San Pedro of certain shipping activities between northern ports and the Asiatic coast on account of military activity has thrown a great deal of work on this city and this feature of the war programme must be taken into consideration, and preparation made therefor.

Increasing importance of the port makes it necessary for a more general treatment of problems affecting the harbor, and a movement already has been started that

has for its object joint action on all general harbor matters by all three communities on the harbor, San Pedro, Wilmington and Long Beach.

Civic improvement is uppermost in the mind of every citizen of San Pedro and the Second street improvement project is now an assured thing, work to begin as soon as it can legally be started.

A part of the work of providing for the thousands of workmen who are here now, and the other thousands who are to come in the next few months, due to enlargement of the shipyards, is the establishment of adequate ferry systems, both for passengers and for teams and trucks. A workable plan for this is now being carried out.

Increased car service, some necessary changes in operation, removal of the trolley cars from Sixth street, establishment of a new depot for steam and trolley lines, are under way, and only the physical development of these facilities remains.

The matter of proper adjustment of freight and passenger rates, of warehousing and other incidental facilities for the handling of large amounts of freight, export and import, and passengers local and through, are a portion of the work already started and now nearing completion.

It has been found necessary to increase capitalization in two of the oldest banks, which arrangements are well under way. Two large banking institutions of Los Angeles have decided to extend their business in this city, one already having large interests, and the other opening a new banking house here.

San Pedro is in a singular situation, in that every activity of the business community is most closely connected with the prosecution of the war. So clear is this to

all, that every inhibition that attaches to development in other communities is removed in San Pedro. It is possible to engage in activities in this city that are impossible in other cities in Southern California.

Dry Dock to be Next Important Improvement.

NEED for a dry dock in the harbor is being supplied by joint action of the government, the shipyards and the municipality and the next year will, in all probability, see the completion of this project, in connection with the dredging of the west basin and widening of the channel connection of the harbor outlet.

Inquiries come almost daily for manufacturing sites and these inquiries are being satisfied.

Installation of a new trunk line gives San Pedro a surplus supply of illuminating and heating gas for its homes, as well as an adequate supply for manufacturing at the shipyards, iron mills and canneries. What is true of gas is true of electric energy, the demand for which is increasing rapidly. The supply of water is being increased so that there will be transmission mains adequate to any demand that may appear during the next few years.

With the increased importance of the harbor, and the increasing interests of Wilmington and San Pedro as elements of the city government of Los Angeles, these communities should be represented on the City Council before the fiscal year closes.

Further improvements of San Pedro city streets, reduction of grades and other features of development are under way and more are being planned constantly. Betterments to the roads leading to and from

the city are under way. Accommodations for traffic are being provided as fast as the needs appear.

Social life in San Pedro is of a high order, and with the influx of many hundreds of men and women who are engaged in the new enterprises of the city, this standard is being maintained. The churches, schools and fraternal institutions have all kept pace with the opportunity presented to each in its sphere, and enlargements are under way in every element of social activity.

It argues well for the breadth of mind of San Pedro citizens that they can lay aside their personal views and work together for the common good, can see progress and prosperity in the large and forget factional differences and personal grievances.

What the community needs more than any other one thing is team work from every man and woman in San Pedro and in Los Angeles.

TRAVEL BY STEAMER.

Despite the fact that passenger rates on steam schooners have nearly doubled during the past few months, all the lumber vessels with passenger accommodations are crowded to full capacity. The fleet of the McCormick Lumber Company is now doing practically all the coastwise passenger business on steam schooners. Vessels plying up and down the coast in the lumber trade have for years been patronized by those who were content with slower service at a lower price than could be secured on the regular passenger steamers.

The present increase in business is largely due to war activity, a big percentage of the passengers being the wives of service men at the various training camps along the coast who make visits or change their residence in order to be near their husbands.

inbound domestic
clubs (ex-
merchandise Tons. Value.
(Government Business Circulars)
(Last available report.)
[Saturday, September 7, 1918.]

BY CLARENCE MATSON.

The People of the Globe.

Ours Is a Gateway to Two-thirds of Port Traffic June, 1918.

10

ADVERTISEMENTS BUSINESS ANNOUNCEMENTS The authorized announcements on this and succeeding pages have been carefully compiled to describe, through this special Harbor Edition, important water-front activities.

"Come and be One of Us," Invites Progressive Long Beach.

Long Beach was known for years as a "Beach resort" town. People began coming here when tents afforded the only accommodation. The conditions which attracted people in the early days have been developed and have been known and appreciated by largely increasing numbers from year to year until Long Beach has from ten to twenty thousand visitors in the city practically all the time.

As the name "Long Beach" would indicate, it is probably the longest strip of sandy sloping beach for bathing purposes in the world. This has made it gain in popularity not only with the people of our own country but from all parts of the world. To the natural advantages thus afforded Long Beach, have been added the many attractions which combine to interest all classes of people.

The many attractions on the beach including the Jack Rabbit Coaster, together with the famous Pike with its commodious Bath House, its Hippodrome, Majestic Pavilion, the Pacific Bath House at the other end of the Pike, and numerous other attractions make the day's enjoyment complete.

Naturally people coming for a few days at a time because of these amusement attractions have observed and been impressed with the other conditions which have given Long Beach prominence as a city of homes.

The city faces the ocean to the south, is protected on the west by the Palos Verdes Hills, and on the south by the Santa Catalina Islands, so that the climatic conditions are almost ideal.

The mesa on which Long Beach is built runs from the ocean back to Signal Hill, affording home sites for a quarter of a million people.

50,000 POPULATION.

That every available building space in this favored location will be used is believed by those who have watched Long Beach grow from a little village in 1900 to a city of fully 50,000 in 1918. Long Beach is primarily known as a city of homes. Long Beach is populated by people who have braved the breaking of home ties in the Middle West and East as well as Canada to come to this favored locality. Located near the beach and in close proximity to the business section are several hundred apartment houses which make provision not only for the visitor but are occupied by many permanent residents.

These apartments accommodate thousands of people and rentals range from \$12 monthly for a single apartment to the more elaborate and better class so that all visitors are able to find exactly what they desire.

The palatial Hotel Virginia is world famous. Every convenience and comfort to be desired are afforded by its management. Its tennis courts, and the golf links at the Virginia Country Club are not exceeded anywhere.

Other attractive hotels with wide ranges of accommodations and prices meet the many and growing needs. The homes of Long Beach are separated entirely from the industrial as well as the amusement district, and range from the modest bungalow to the stately and impressive homes.

One of the strong attractions to those who are looking for a permanent home is the splendid school system in Long Beach. The teaching organization is manned by the best teachers obtainable under the superintendence of one of the leading educators of the United States.

Leading citizens compose the Board of Education, the work of which is augmented by one lady member. Thirteen commodious grammar school buildings, and one Polytechnic High School, all of them having large areas of playgrounds, make good work possible.

The Heald's Business College offers opportunity for education along business and technical lines and the Long Beach Military Academy leaves nothing to be desired in the way of training young boys.

Among other attractive features of our community life are the strong and thorough church organizations, representing all denominations and housed in beautiful and attractive edifices. Pastors of more than local note lead in this great work. Civic and fraternal organizations lead in community undertakings which are generally supported by our citizenship.

Modern mercantile establishments cater to every demand of trade. Many miles of paved streets and beautiful parks add to the attractiveness of the city.

Not least among the attractiveness of Long Beach as a home center is the fact that the Seaside Hospital, the Long Beach Sanitarium, the Porter Sanitarium and other smaller institutions, provide ample facilities for those who are not in the best of health. Long Beach boasts of surgeons equal to any in the United States. This is attested by the fact that people come here from many other States to avail themselves of the ability of our surgeons.

Another feature is the water supply of the city, coming as it does from deep pump and artesian wells. This water is of such quality as to make the compounding of medicines possible without distilling.

INDUSTRIAL GROWTH.

Until within a very few years the development of Long Beach has been confined to the amusement interests and the home makers. There has gradually been developing the industrial part of this city. Long Beach stands in a unique position in that she is really three cities in one. This industrial district is developing very rapidly.

This harbor and industrial district is developing very rapidly and is entirely separate from the residential sections of the city, and yet so closely related as to be reached in a very few minutes. Private and city interests have spent fully two million dollars in the development of this district.

Long Beach industries now afford employment for more than six thousand workers, and the entire harbor district adjacent to Long Beach now has more than twenty-five thousand on the pay roll.

These industries are making large contribution to the Government war program. More than ten million dollars have been invested in manufacturing plants.

The Long Beach Shipbuilding Company have completed several million dollars of contracts, and are now working on one government contract aggregating approximately

Stafford Packing Company, Erected by C. G. De Plantz.



fourteen million of dollars. This plant affords the only dry dock south of San Francisco.

The now famous "Chicken of the Sea" is being produced by nine canning plants at the rate of nearly a quarter of a million cans daily. The Golden State Woolen Mills have recently completed a Government contract for a million dollars worth of blankets and cloth, and are working night and day to produce the clothing for our boys over there.

Our several potash plants producing potash from kelp have made large contribution to the production of munitions of war.

The large boat repair and machine plants make it possible for boats touching our harbor to be protected against delays.

Long Beach is largely affected by the situation in the entire harbor district as well as the Long Beach section of the harbor, for several thousand of these workers live in Long Beach.

While statistics are dry reading they are the best barometer of the city's growth, and the few following facts indicate clearly the substantial base on which Long Beach is building, and emphasize the fact that we have here opportunity for the best American citizenship to find their homes, and have a part in the upbuilding of a real modern American community.

To those who will be interested in our large program and are willing to have a part in our civic and industrial development we give hearty welcome.

TELLING FIGURES.

A few figures showing the development of Long Beach follow:

	POPULATION.			
1900	2,250	1910	17,809	1918
				50,000
1906	\$12,490,620	1910	\$22,560,278	1918
				46,235,000
Invested 1910	\$100,000	Invested 1918	\$10,000,000	
INDUSTRIAL DISTRICT PLANTS.				
INDUSTRIAL DISTRICT PAY ROLL.				
Monthly, 1910—approx.	\$4,000	Monthly, 1918—approx.	\$400,000	
BANK DEPOSIT.				
December, 1906	\$2,845,373.16	August, 1918—approx.	\$15,000,000	
REGISTRATION OF VOTERS.				
1910	8,726	1918	16,284	
SCHOOL ENROLLMENT.				
1905	2,422	1918	9,763	
POSTAL RECEIPTS.				
1904	\$21,968.61	1910	\$60,122.25	1918
BUILDING PERMITS.				
1904	\$727,594.00	1910	\$1,243,560.50	1918
				\$2,103,550.00

Long Beach, according to the California Development Board, has stood fourth in the State for building for several months, although figures for these same months give Long Beach the greatest amount of building per capita. Figures for July, 1918, for the four cities of the State having the greatest building give the following figures per capita:

San Francisco	\$2.37 per capita
Los Angeles	\$1.36 per capita
Oakland	\$2.14 per capita
LONG BEACH	\$5.81 per capita

Long Beach, the eighth city of the State, appeals to an active and energetic class of people, and to that class of people Long Beach particularly holds out its hands in cordial welcome—"Come and be one of us."

Bankers' War Achievements.

Collective money, or, in other words, the income of the big banks of the country, is doing a wonderful work these strenuous days, and by and large the cool-headed banker who says little is a real patriot. In days gone by every bank was in keen competition for business and while the competitive spirit still prevails, it is quite different from that of a year ago.

The banks and bankers are not only given the right to conduct a general banking business but they glory today in the fact that they are Uncle Sam's trusted agents and that upon them depends the development of needed resources and the direction of funds to purposes that will win the war and find the country financially strong when peace is declared. The great bridge of boats that spans the gap between the American Coast and that of France was made possible through the full co-operation of the banks.

When the first shipyard was established at Los Angeles Harbor, Stoddard Jess, President of



them are the officers of the Los Angeles Trust and Savings Bank with resources of over \$30,000,000.

Strong financial institutions are strong through the strength of their officers and strong men are always those who hold high ideals of citizenship.

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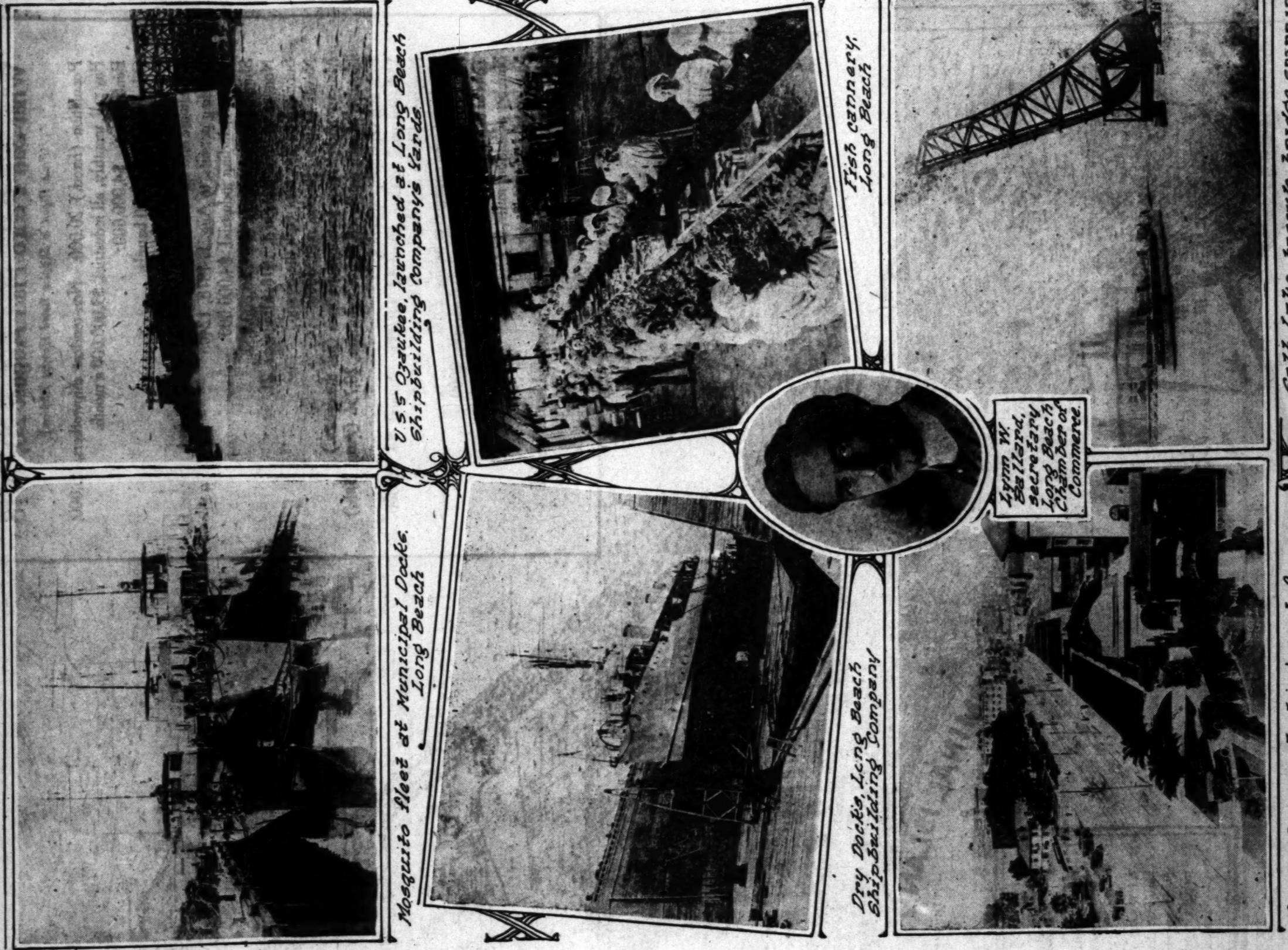
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born in Ohio, and enlisted in October 14, made first as- eight Cavalry, he was com-

HARBOR HELPS LONG BEACH GROW.

Some of the Reasons for Long Beach's Increasing Prosperity.



Ocean Avenue, Looking east from Hotel Viereck, Long Beach.

Seize Lake Escutcheon bridge spanning Long Beach Harbor entrance.

A N INDUSTRIAL section

the Southern Pacific and Salt Lake, and the

Pacific Electric, whose branches reach out

to practically every town in Southern California.

Terminals

rates are in effect, giving the manufacturer, wholesaler and retailer every

advantage of other Pacific ports in this

reward.

Pipe lines carrying oil from the oil fields

the manufacturers the benefit of excellent

hydroelectric power; erecting millions of

acres of sand bottoms for the gov-

ernment; ships, rail and "reusable" cars

and planes; help port companies manufac-

ture in its natural state in the way of the complete and permanent

The government has already appropriated \$1,600,000 toward the proposed flood control measure. The county voted \$4,500,000 in bonds for the same purpose and the state

enacting legislation to provide for an apportionment equal to that of the govern-

ment. A new channel will be constructed to

carry the sea storm waters from the

inland, thus eliminating the silting of the

harbor waterways, the only obstruction in

the way of the complete and permanent

canaries and this fish, now a table delicacy

in homes and hotels throughout the land

done altogether from motor boats, the old style regulation craft being of about

one ton, driven by gasoline engines of

from fifteen to twenty-five horse power.

The last two years however, has seen the

Ship Supply Service

[Sunday, September 7, 1919]

1,000,000,000

VOL. XXXVII. — Let Us Hope
WINTINGTON BE WILL

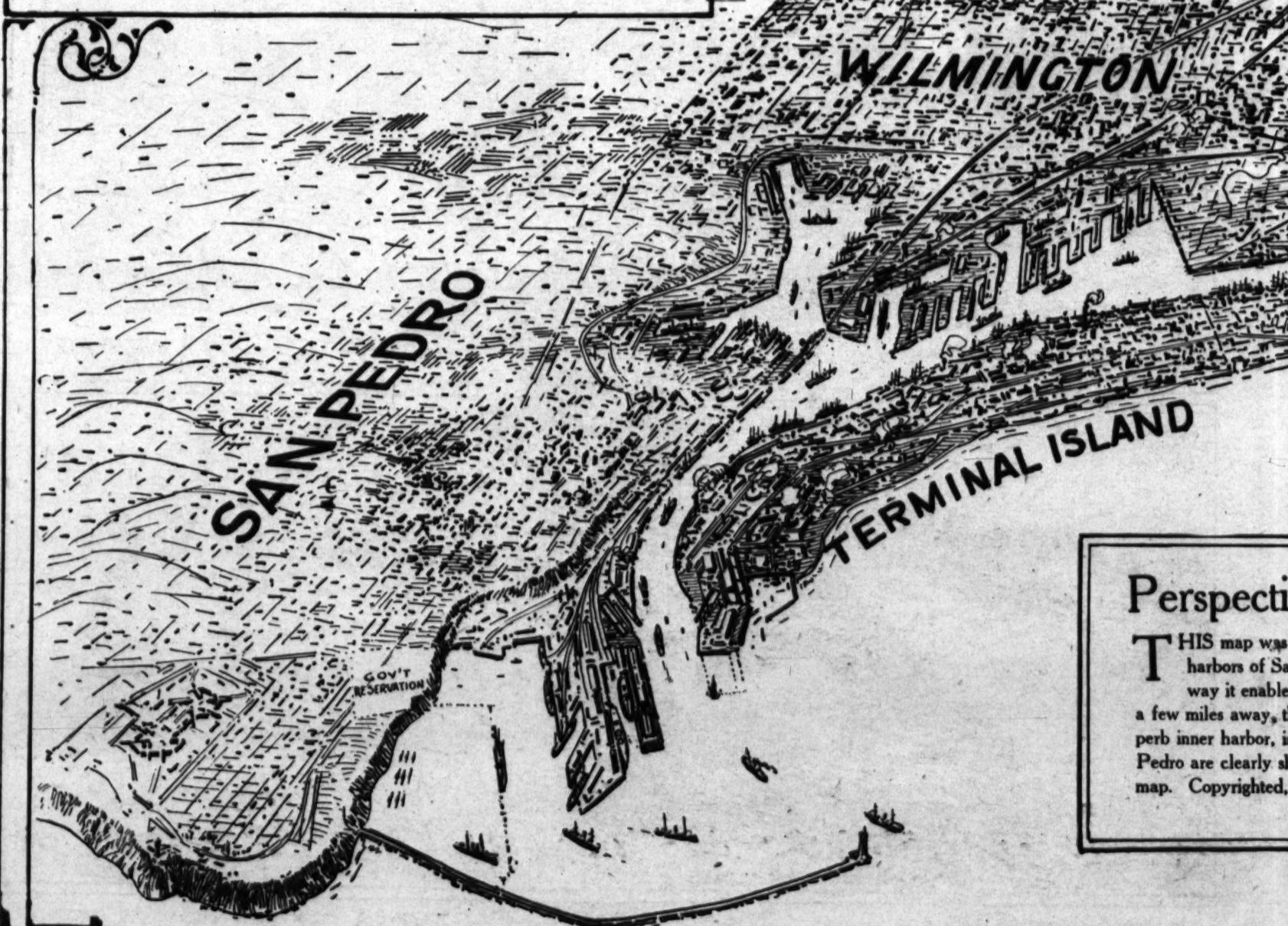
*Fraction Magnate's
Collection will
Educate*

ENTRY E. HUNTINGTON'S LIBRARY, which constitutes the mightiest monument to the spirit of learning ever erected by a private purse, is to live after him as a monument to his generosity. The statement that he proposes beneath the magnificent collection for the benefit and education of posterity was made yesterday by Mr. Huntington at his San Marino home in relation of a statement given wide publicity in the effect that he plans to move the city of Los Angeles on the completion of his library building. The report originally appeared in the Boston Transcript a week ago, and last Sunday was repeated in the New York Sunday Sun. Mr. Huntington denied it.

What San Pedro Had August 20, 1918

(From Report to Shipping Board Housing Division.)

Population (fixed,) 20,000. Non-resident shipworkers, 15,000.
Pay roll, monthly, all industries, \$3,000,000 a month.
Bank deposits, \$4,000,000.
Oil storage, 1,370,000 barrels.
Docks in operation, nearly seven miles.
Warehouse and transit shed space, 1,000,000 square feet.
Building permits, to Aug. 1, 1918, 1240.
Value, including industrial, \$4,000,000:
Shipbuilding plants, 5; value, \$6,000,000.
Number of ships launched, 1918, all classes, 21.
Submarine Base, men (ask the censor.)
Naval Training Station, men, 3000.
Military and defense fortifications, men (ask the censor.)
Number of men employed in five industries, 20,756 (Aug. 20th.)
Fish and vegetable canneries, 21.
Value of pack to date, about \$2,000,000. Annual, \$4,500,000.
Number of boats and trawlers, 500.
Number of men engaged in fishing, 2500.
Number of employees in canneries, average, 2000.
Tons of market fish shipped daily, average, 50.
Number of lumber mills, 5.
Number of yards, wholesale, 6.
Hotels, apartment houses, bungalow courts and houses needed.



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THIS map was
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UHRTS IS NE OF YELLO

GEORGE J. KUHRTS, for several years auditor general manager of the Los Angeles Railway, was appointed general manager yesterday to succeed Howard Huntington. The appointment was made by H. E. Huntington, president of the company. [The reason for the appointment, it is stated at the office of the president, is that Howard Huntington, for some time has been devoting most of his energies to work for the government and intends to continue doing the management of the street railway has been practically in the hands of Mr. Kuhrt for the last two years, it was stated, and the present arrangement means no change in the policies of the company. Neither Mr. Kuhrt nor Howard Huntington, it is understood, that Mr. Kuhrt arrived. U

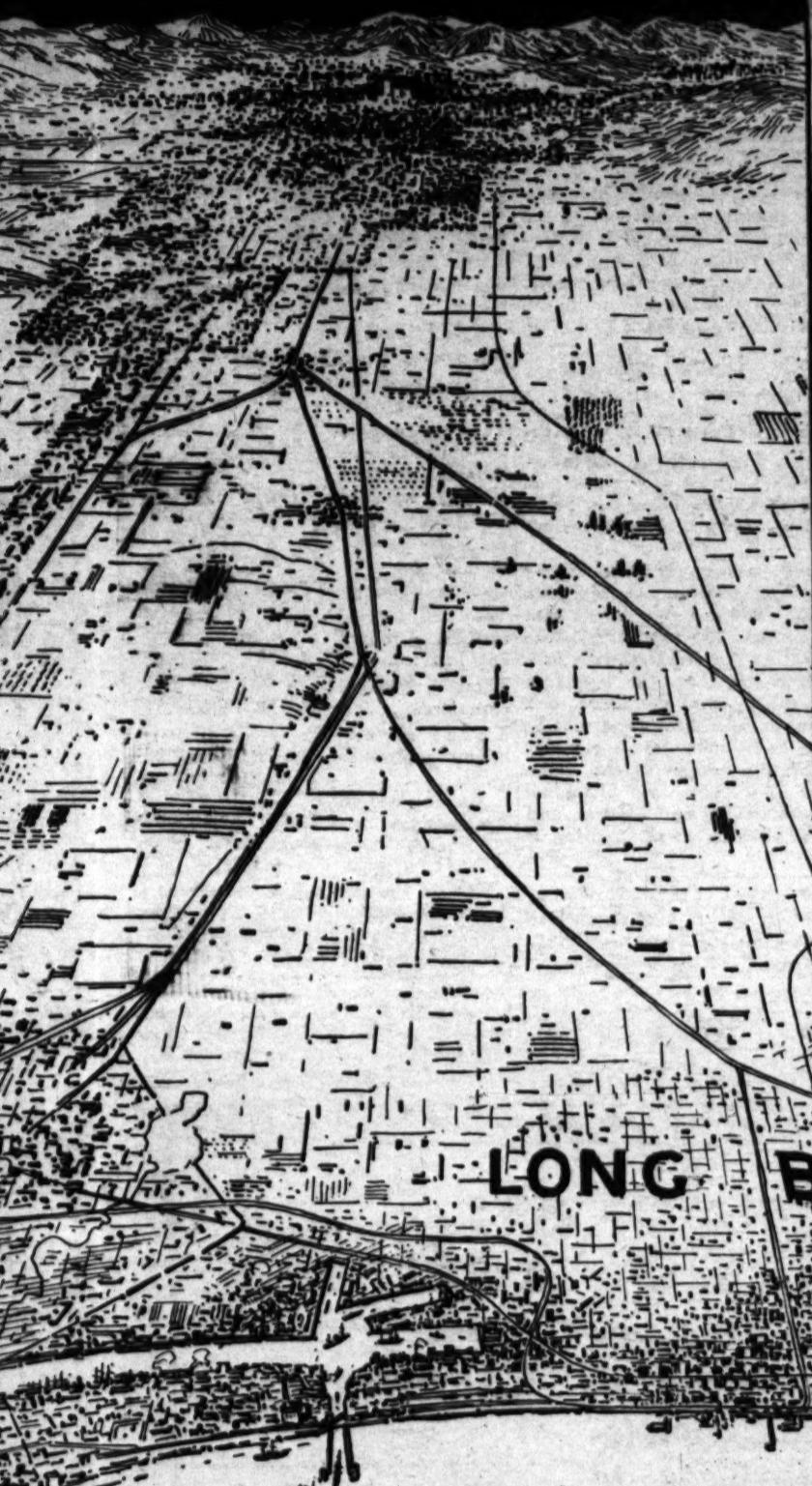
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Goody!

Today and
day Spodols
Raspberry
and
Apple Nat
Ice Creams



An Asset of Inestimable Value.

THE harbor is having and will continue to have a stronger influence in promoting the growth of the city of Los Angeles than any other factor. The city has invested \$5,500,000 in developing it. Our harbor property, based merely on its direct earning capacity, is worth \$50,000,000, but that is only a small percentage of its actual value, taking into consideration all that it is yielding in increased industry, bigger pay rolls and trade extension.—Mayor Woodman of Los Angeles, formerly president of the Harbor Commission.

The Los Angeles harbor is a gateway that opens to two-thirds of all the people of the globe. The apex of the movement of people westward that has been going on for centuries is right here in Southern California and Los Angeles, as a world port, is in a position to take full advantage of it.—Clarence Matson, traffic manager of the Los Angeles Harbor Commission.

Los Angeles harbor is destined to be ranked with the world's leading harbors and its great future is assured if we realize our responsibilities in its development.—Oscar C. Mueller, president Los Angeles Chamber of Commerce.

spective of Los Angeles, the Shoestring Strip and Water Front

IS map was drawn by A. B. Dodge, head of The Times Art Department, special attention being given to showing the relationship between the harbors of San Pedro, Wilmington and Long Beach with the business and rail centers of Los Angeles and with each other. In a new and striking way it enables one to see at a glance the advantages possessed by the harbors, not only as gateways to big maritime commercial arteries, but in having, miles away, the superb facilities and industrial backing of the West's biggest city and its transcontinental railroad connections. Wilmington, with its outer harbor, is closest of the three to Los Angeles, while the almost unlimited possibilities for development of both inner and outer harbors at San Pedro clearly shown. The peculiar and valuable advantage in location and environment of the Long Beach harbor is forcefully brought out in the Copyrighted, 1918, by The Times-Mirror Company.

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LOS ANGELES

Vol. XXXVII.

SATURDAY MORNING, SEPTEMBER 7, 1918.—PART II: 8 PAGES.

POPULATION | By the Federal Census—(1910) 1,125,195
By the City Directory—(1918) 997,000

What San Pedro Had August 20, 1918

(From Report to Shipping Board Housing Division.)

Population (fixed,) 20,000. Non-resident shipworkers, 15,000.

Pay roll, monthly, all industries, \$3,000,000 a month.

Bank deposits, \$4,000,000.

Oil storage, 1,370,000 barrels.

Huntington Library to Be Willed to Public.

Invention Magnate's Monumental Book Collection will be a Gift for the Education of Posterity.

John C. Cribb has been in business here thirty years—Entered Monday.

Mr. HUNTINGTON'S library, which constitutes the greatest monument to his learning ever erected by a man since he is to live after him a statement that made of his books is the most accurate. In words they are, in the terms of the book-selling fraternity, unique. Only recently, Mr. Huntington disposed of a collection of duplicates that would make the reputation of nearly any one of the upper ten of book collectors.

Specificially considered, it is known that Mr. Huntington spent more than \$1,000,000 at the Hoe Library, the largest branch of the Church collection, in 1911, for \$1,200,000; that the S. S. Christie-Miller collection cost \$350,000, and that the Bridgewater Library cost him in excess of \$1,000,000. But all these libraries and collections were purchased some years ago, and since then Mr. Huntington has made investments in the book market that are equal to books.

Mr. Huntington's library is especially rich in literature of the age of Elizabeth and in Americans, though none of the other great names of the time have been slighted. The work of writing, classifying and cataloguing Mr. Huntington's collections, most of which is housed at the Hoe Library, has been a harder way for three or more years, and the task is still incomplete.

This is the finding of Mr. Huntington, who will wait until after the completion of his building to carry out his announced plan of erecting a building on his hillside estate to house his library. When this building is finished, he will give his collection available for the use of students and scholars of all kinds.

Mr. Huntington acquired the first of the Hoe collection, and added to it by the purchase of famous Church collections of Americans, the Halsey and the Houghton, and other old libraries, including the Duke of Northumberland's. His bookmen said he had had no less words to conquer. Mr. Huntington has a copy of the Hulse collection of books on sale, either for a good sum, until today it is the only one of which, however, he is aware of great interest and

Made General Manager.

KURTIS IS NEW HEAD OF YELLOW CAR LINES.

George J. KUHRTS, for several months assistant general manager of the Los Angeles Railway, was appointed general manager yesterday to succeed Howard Huntington. The appointment was made by H. E. Huntington, president of the company.

It means for the appointment, it is understood, at the office of the president that Howard Huntington for some time has been devoting more of his time to work for the government and intends to continue doing the management of the street railway personally in the future. Mr. Kuhrtz, it is last reported, stated that the present means no change in the policies of the company.

Mr. Kuhrtz, now Howard Huntington, was in the city yesterday, it is understood that Mr.

Kuhrtz will not return for a number of days. The appointment was made by Mr. Kuhrtz.

Mr. Kuhrtz was chief engineer for the railway company for several years before being appointed assistant general manager. By the street railway employees he is regarded as one of the most efficient executive ability and considerate of the personal welfare of the men.

In connection with the appointment, it was announced that the street railway company has no increased operating expenses due to war conditions, as has been done in a number of other cities. The operation of the streetcar lines, entertainment of new construction work and a possible lessening of the service at the extreme ends of car line routes will be counted upon to keep expenses down so that an increased fare will not be necessary, it was stated.



Crescent Brick
Special Saturday and Sunday

Just the thing for the children—healthful, wholesome, Ice Cream—a food and a dessert in one. Special flavors for each week-end. In pint and quart sanitary cartons. Get into the Crescent habit—begin NOW. Order your week-end supply from your nearest dealer.

Pints enough for Four
Quarts enough for Eight

Oh, body!

Raspberry and
Apple Nut
Ice Creams

10¢

15¢

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25¢

30¢

35¢

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45¢

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WIFE IS LAWYER.

Cheerful.
Spouse Appears in Behalf of His
Hand Accused Under Espionage
Act and He Is Acquited.

FLAGS TO FLY AND BANDS
PLAY REGISTRATION DAY.

**Angeles Prepares to Observe Next
Thursday as an Occasion for
Patriotic Celebration.**

United States Commissioner Long had an unusual experience yesterday when Mrs. Minna Madson, wife of Dr. William Madson, who was born in China, who was charged with violating the Espionage Act, appeared as defense attorney for her husband at the preliminary hearing and secured his release.

The wife stated that her husband had tried to get an attorney to defend him, but they all wanted about \$100, which was more than she could pay. She therefore assumed the role of attorney yesterday to the Mayor and the members of the municipalities within Los Angeles county by R. W. Priddy, chairman of the Los Angeles County Board of Supervisors, and the State Council of Defense, in ordering the discharge of Dr. Madson. Commissioner Long stated that in his opinion there was not sufficient evidence to warrant the holding of the accused to trial.

Dr. Madson is a naturalized American citizen.

He was charged with making untruthful remarks about President Wilson and the use of Red Cross nurses in the army.

ARE DEPUTY GAME WARDENS
The Board of Supervisors yesterday appointed Milton R. White and E. J. Myers as deputy game wardens in Mint Canyon. Their names were suggested by Supervisor Dodge.

WEDDING CEREMONY
The wedding ceremony of

John and Mary Smith, who were

interested in purchasing

houses and

land in the city, was

held at the home of the bride's

mother, Mrs. John Smith, in the

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PUBLISHERS:
THE TIMES-MIRROR COMPANY.

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MANIAN OTIS-CHANDLER, Vice-Pres. and Secy.
F. X. PFAFFINGER, Treasurer.
HARRY D. HORNIG, General Manager
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Harry Chandler, Managing Editor, F. X.
Pfaffinger, Vice-Editor, Harry E.
Andrews, Directors.

Los Angeles Times

EVERY MORNING IN THE YEAR
Daily and Sunday Times and Illustrated Magazine
Daily, Yearly \$100.00; Monthly, \$25.00. City
Mail in Postal Zone 1 to 4, including California,
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New Mexico, Oregon, Washington, Yearly
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and 8, Yearly \$116.00; Monthly, \$29.00.
POSTAGE PREPAID.

BRIEFLY FOUNDED DEC. 4, 1881.—57TH YEAR.
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LOS ANGELES (Loco Ahng-hay-ah)

Retained as second class matter, December 4,
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under the Act of March 3, 1879.

MEMBER OF THE ASSOCIATED PRESS.

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CARELESS BOHEMIA.

It is declared that soap has entirely
disappeared in Bohemia; but who uses soap
in Bohemia?

O. H. JOY!
Monday and Wednesday have been dis-
continued as "wheatless days" by the Na-
tional Food Administration in California.
Let everybody rise and sing "In This Wheat
By-and-by."

R E A D Y M O N E Y .
A New Federal reserve bank notes of
one and two-dollar denominations are now
in circulation. They bear the pictures of
George Washington and Thomas Jefferson
respectively. The collecting of portraits of
these eminent Americans is said to be a
fascinating sport.

A MANY-SIDED MAN.
Gov. Stephens is a many-sided man;
some things he does on the spur of the mo-
ment; for others he requires much time
for deliberation. He fired Corporation
Commissioner Carnahan without the bene-
fit of clergy, but needs until next Decem-
ber to make up his mind about the Tom
Mooney case. Ain't it funny?

EYES FRONT.
It is estimated that 65,000 men will
register for the new draft in Los Angeles
on September 12. Under the liberal exemption
rules the majority will be excused from
actual service, this applying especially to
the older men, who are from 30 to 45 years
of age on account of dependent wives and
families. But the town will send a fine
array of patriotic men, at that.

A PRINCELY "REP."
As we are assured that the German offen-
sive at Chateau Thierry was undertaken in
order to give the Crown Prince a brilliant
reputation for use with the boys at home.
Well, we don't like to intrude any of our
opinions where it isn't our affair, but if
they ask us we will be compelled to ob-
serve that the military reputation of the
Crown Prince looks to us about like a last
year's bird nest.

TWO STATES HEARD FROM.
The Tennesseans are said to be the
best shot with the American army in
France. The descendants of the men who
followed Jackson at New Orleans are at
home on any territory where there is an
enemy of America to be dealt with. The
Texans are surprising the world by their
daring in attacking and whipping the
Boche, tracking them like beasts—which
they are. Cheers for Tennessee and Texas!

SECRETARY LANE BARRED.
Why draft Franklin K. Lane, Secretary
of the Interior, to lead the forlorn hope of
the California Democracy in the gubernatorial
campaign, promising that if he offers
himself as a sacrifice somebody will see to
it that he is the candidate for Vice-President
on the Democratic ticket in 1920? That
would be a vain thing, for Franklin K. Lane
was born on Prince Edward's Island, a British
possession, and, under the Constitution, is
ineligible to the position. But the Constitution
might be amended to accommodate his vaulting ambition.

D O I N G I T .
Of course we will have to admit all
that the Germans have said about the
American army. We are all wrong. We
haven't any military traditions. We don't
know how to do the goose step and the
officers can't treat the men like yellow dogs.
The enlisted men don't know how to be
machines. That's right, Kaiser; we are all
wrong. Your soldiers are sprinting for the
rear; deserting your ranks; mutineering
against your officers and getting licked in
absolutely correct military form. And we
are licking them in a most deplorably un-
Berlin way. But, gee, we're doing the best
we kin. Be patient; before we're through
we are going to get a lot of practice.

T H E A M E R I C A N F L A G .
We are pleased to see that the flag is
no longer used as commonly as a drapery
over spare tires, combining patriotism with
protection for the rubber. We are pleased
to see that when it is carried along the
street young men, too, come to attention
and respectfully lift their hats. We are
pleased to see that the flag is no longer
used to drap the bottoms of chairs upon
which distinguished persons sit. It is com-
ming to mean something more than a colored
rag that it is against the law to tear up.
It is a symbol, a spirit, that floats over the
army in foreign fields and over the nation.
It stands for that which is noble and enduring
in the hearts of citizens, and is at once
a testimonial of unity and security and a
wind-borne challenge to the tyrannous and
inhuman of the earth.

O U R A R M Y O F T R O U B L E - M A K E R S .
"In Chicago a bomb thrown by an
I.W.W. or an I.W.W. sympathizer in part
of the American Legion Building killed
four persons and wounded thirty others.
Otherwise Thursday our gang in America
had a quiet day, aside from furthering several
plots which are expected materially to hamper the United States in its prosecution
of the war."

H u b !
If you have a patriotic imagination, stim-
ulated in even a slight degree by noting the
constant, unremitting and growingly
effective efforts of the dangerous elements
in this country to hamstring the nation in
fighting the Beast of Berlin and all his brood,
you easily might conceive the foregoing emanating from "Big Bill" Hay-
wood or some other deft exponent of the
science of sabotage or the arts of anarchy.
As asserted in these columns, there is prob-
ably no more formidable menace to the
United States these days, outside of Ger-
many and Germany's armies and U-boats,
than the gang of the nation's ill-doers and ill-
wishes and trouble-breeders here at home—the army that calls strikes in the
Northwest spruce forests so we can send
fewer airplanes to Europe with which to
bomb Germany off the map; that tries to
halt the production of metals necessary for
the prosecution of the war; that would beat
the submarines to it by tampering with the
engine-rooms of transports; that would stop
cotton picking so that not an American
gun could fire a shot for lack of a prime
requisite in the composition of ammunition.
If this increasing menace to America finds a day slipping over its head with none of these machinations progressing, it becomes peevish and hurls a bomb
la Russa, and tries to blow up a govern-
ment building along with a Federal Judge
who could not but see his way clear to put
a considerable number of these germs of chaos in safe keeping within the walls of a
Federal prison.

With proper-looking persons whose speech
is grammatical write in magazines and the
daily press about the fine ideals of the
brotherhood of man as expounded by the
I.W.W.—talk about the beautiful kernel of
truth within the rough husk—with the
rest of them, it were.

So Mr. Average Citizen reads this most
dangerous stuff; it subconsciously makes
its impression; and he does not notice sur-
prise when he reads, also, that Haywood et al.
try to wiggle out of their dilemma
jury-imposed, by seeking writs of error and
other slender legal strands with which they
may chin themselves to freedom to con-
tinue their work for the Kaiser, chugs and a
red Utopia infinitely more free of all
the restraints of modern civilization than Bol-
shevik theorists could conceive.

The time has arrived when America, the
home of the free, must go on record before its
friends who hope for it a place as NOT
being the home of license. Otherwise the
harbinger of this unselfish glory, as seen
by us in the deeds of our army in France,
will have been an illusive hope; and Amer-
ica will have bled in vain—blamed that this
country may be given over to rule by walking
delegates, anarchists, slackers, I.W.W.'s,
La Follettes, demagogues; politicians fattening
of industry, Hearsts, Sam Gompers,
International Socialists and yellow dogs.

It's time to get rid of all vermin; other-
wise we will have to move out. It will so
eat into the pillars of the republic that the
structure will come down with a crash upon
our heads. Then France will be, as usual,
polite, shrug her shoulders, sincerely ex-
press sincere regret, but wonders why we
were not possessed of sufficient good sense
to take an ounce of prevention—or a round
of ammunition—and dispose of the peril.

The answer to this question is clear.
Germany should have built 500 to 1000 sub-
marines, spending upon them the greater
part of the millions which were put into the
grand fleet which has done so little during
the war. Of all ships, submarines could
have been built, experimented with and
brought to high perfection with the least
publicity. Before the war the undersea
craft should have been tried out in long
and distant cruising, in voyages to the Med-
iterranean and to far-away African colo-
nies, on trans-Atlantic trips and on cruises
even to the Pacific, for the purpose of
ascertaining the possibilities of the sub-
marine, learning its strong and weak points,
strengthening its powers and correcting its
defects and training officers and crews in
their handling.

Had these things been done, and done
with that degree of secrecy which exper-
ience has shown to be quite possible, it is
likely that Great Britain would have been
caught no better prepared than she was in
1914 for defense against the new undersea
method of attack. In such an event it is
conceivable that she might have been con-
quered or at least so weakened as to have
been but a small factor in the war. Per-
haps we have German lack of foresight to
thank for the world's escape from the
consequences of such a conquest.

Just to illustrate the possibilities of a
submarine blockade of the British Isles in
1914 conducted by 1000 submarines, or even
by half that number, including many of the
capacities of those now in use, let us sup-
pose that one submarine in fifty was able
to sink a ship daily. With 500 undersea
boats this would mean ten ships a day; with
a thousand U-boats, twenty. The effects
of such ravages, maintained for a
year, might be very serious, and the probabilities
are that a much larger number of
ships would have been sunk by such a
blockading fleet.

Now, in August, 1914, the German navy
possessed not more than fifty submarines,
probably not more than twenty—a number
ridiculously and obviously inadequate for
a blockade of the British Isles. It is said
that the real reason for the dismissal of
Grand Admiral Von Tirpitz from his post
was his failure to make his blockade effec-
tive. It may well be so; for he stands
accused of extreme lack of foresight and
incompetence, the unpardonable sins to the
Prussian mind.

Not only has the wisdom of investing in
harbor improvements been shown, but the
policy of making improvements to provide
for needs well into the future. Mayor
Woodman, when head of the Harbor Com-
mission, was a consistent advocate of the
plans to build for years to come. Now, under
pressure of war emergency, the harbor
facilities have been adequate to provide
for war production on a big scale. Mayor
Woodman fixes the value of the harbor,
based only on its present earning capacity
at \$50,000,000, and the full value, consider-
ing its influence on the growth and produc-
tion of Los Angeles, at several times that
figure. The people of Los Angeles have a
wonderful asset in the harbor, an asset that
will undoubtedly have a stronger influence
in making this city a prosperous metropo-
lis of 1,000,000 people than any other.

GERMAN "EFFICIENCY" AND THE
SUBMARINE.

The submarine is an American, not a Ger-
man, invention. But Germans claim the
credit for having developed it to its pre-
sent high state of efficiency—an efficiency,
by the way, which seems to have more po-
tentialities for other purposes than immediate
effectiveness against the enemies of Germany.
We may freely concede this credit to Germany, together with all the credit
she may desire for the shameful use to
which she has put this powerful weapon
of naval warfare. At the same time we are
justified in asking, Has Germany shown
foresight in developing the submarine or
in perceiving its potentialities? No!

Years before the outbreak of the great
war in 1914 a great English sailor, Admiral
Sir Percy Scott, did perceive the poten-
tialities of the submarine. He also saw
clearly that of the nations of the world, be-
cause of their insular character and dependence
upon sea trade, Great Britain was logically
the most vulnerable to undersea blockades.
Assuming that probable enemies of
Britain had likewise seen the potentialities
of the submarine, and fearing that maybe
some day one of them might disregard all
moral and legal obligations and do what
Germany has attempted to do, Sir Percy
wrote a book to warn his countrymen of
the danger to which they remained strange-
ly blind and indifferent. Later, Admiral
Lord Fisher transmitted to the Admiralty
a memorandum in which he expressed the
opinion and the fear that whenever war
came the Germans would use the sub-
marine as a commerce destroyer and blockader.
This warning of Admiral Fisher has
since been made public by Admiral Sir John
Jellicoe, former Sea Lord of the Admiralty.
Furthermore, a prominent British writer of
fiction drew a dark and gloomy imaginative
picture of Britain under submarine blockade,
her navy destroyed or powerless, her
merchant marine destroyed, her industries
prostrate and her people starving.

With these possibilities foreseen by at
least a small group of Englishmen and published
freely to the world, that it would be reasonable
to cast off all moral restraints in waging war on land and sea, Germans would
have seen years before 1914 the potentialities
of submarine warfare on commerce and of
an undersea blockade of the British Isles
and would have prepared for such
naval action with the same care and energy
that they displayed in their land preparations
and in the construction of the great
fleet of battleships and cruisers that has
accomplished so little during the present
war.

A limited study by an intelligent layman
should be sufficient to show him, on the one hand,
the potentialities of submarine blockade of Great Britain, and, on the other,
the absolute necessity for the employment
in such a blockade of many hundreds of
undersea boats. And a limited knowledge
of the subject should have made it
clear that the greater the cruising radius
of the submarine and the greater its carrying
capacity, the greater its effectiveness
would be. What, therefore, should nation
possessed of reasonable foresight, engaged
in preparing for war and world conquest
and determined to disregard all moral and
legal obligations, have done by way of
preparation for naval attack upon the power
which is at once the ruler of the seas and
the most vulnerable if her sea power
slip from her grasp?

The answer to this question is clear.
Germany should have built 500 to 1000 sub-
marines, spending upon them the greater
part of the millions which were put into the
grand fleet which has done so little during
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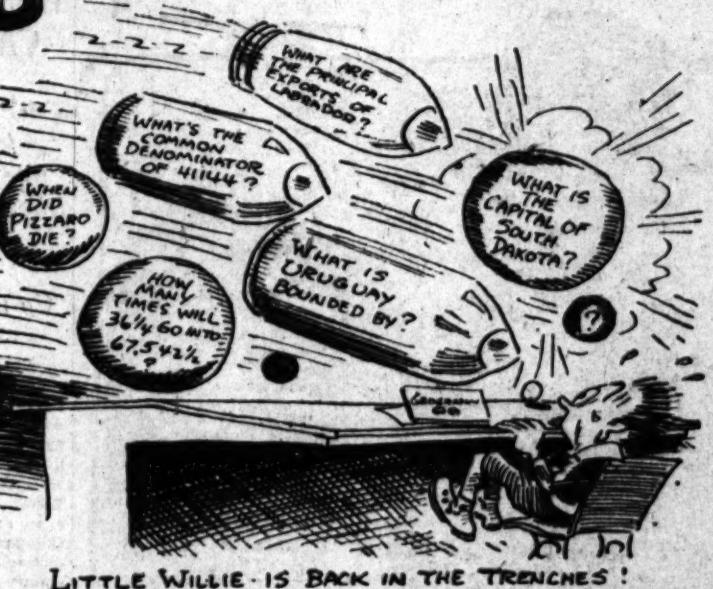
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figure. The people of Los Angeles have a
wonderful asset in the harbor, an asset that
will undoubtedly have a stronger influence
in making this city a prosperous metropo-
lis of 1,000,000 people than any other.

There will grow out of the war a new
Monroe Doctrine of the Pacific, which will
provide security for Australia and New
Zealand, and for the United States and
Canada, too, against the re-establishment
of the predatory power of Germany. The
possession of outposts in the Pacific by a
power such as Germany constitutes a men-
ace to the United States.

DOINGS IN THIS TOWN. By GALE



PEN POINTS
BY THE STAFF.

Are you doing your Thrift shopping early?

Stand by your job. The labor must not stop grinding.

This war makes even milieus newspaper men swear.

The American axes are wider over the kings of the Central Powers.

In the world's series of battles "the name of the other Ruth."

Roast beef is still rare, even though Mr. Hoover has loosened his food rules.

How do the slackers manage live without working? It would be interesting to know.

We observe that the new King revenue bill places a heavy tax on the excess prophets.

Some folks, who have been weary of the attitude of standing Russia, favor sitting on her.

While Austria is talking about ending the war, why doesn't she? Chas. try the way that is going and it will work.

Our impression of married life is that the wife who wants to be free can be. She may deny it, but the truth.

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The government has lost \$100,000 in operating the railroads during the first six months of the year. Government management is a costly toy.

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TAFT DEF FOR IMPORT-
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There are Spies, Fieldens and
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News From South of Tehachapi.**VETERANS TO MEET.**

Ontario Plans for the Annual Convention Called for Next Week.

[LOCAL CORRESPONDENCE]

ONTARIO, Sept. 6.—More than 200 delegates are expected to attend the annual convention of the San Bernardino County Veterans' Association to be held in this city on Friday, September 13, according to announcement today of Commander W. F. Steele of Ontario Post, Grand Army of the Republic, who is also president of the county organization. Mrs. Alice Reed of Ontario is secretary.

The convention is to be held on the lawns beneath the great shade trees on the Charter Union High School campus. Members of the Ontario Post and Ontario Woman's Relief Corps are busy today with plans for entertaining the delegates, who are to expect a large turnout from Bernardino, Colton, Riverside, Redlands, Pomona and other nearby cities.

The convention will be an all-day affair and lunch will be served at noon hour. Many members of the Ontario War Mothers' Club and other patriotic organizations will assist with the convention programme.

TREMAINE TO SPEAK
TO THE NEW YORKERS.

[LOCAL CORRESPONDENCE]

LONG BEACH, Sept. 6.—Dr. T. C. Tremaine, one of the chief speakers for the Emergency Fleet Corporation, will deliver the main address at the New York meeting.

Plans were recently received

from him for the annual ship-shipping conference to be held in the Reserve Officers' Association building.

For the past year show

the highest rate per hundred

tons paid to the growers.

Yester evening left the annual

meeting of the San Antonio

Chamber of Commerce.

The reports are still

about the thieves "who make

their escape." Some day they

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FRUIT GROWERS' MEETING ENDS.

Bright Outlook for Big Orange Crop.

Price Paid for Fruit Statistics Show.

Johnson's Returns this Year \$454,317.

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YOUNG WOMEN

Business Page: Money, Stocks and Bonds—Grain—Mines—Financial Market Abroad

Not so bad.

ONLY SUPER TAX TO BE LEVIED ON "EXEMPTS."

BY CHAPIN HALL.

SINCE the suggestion, made in this column several days ago, concerning the new tax law, and bankers, bond houses and brokers have been deluged with requests from customers for a definition of the proposed new law as it relates to the so-called "normal income tax."

The text of the schedule adopted by the Ways and Means Committee provides "that there shall be levied, collected and paid a tax of every individual, or normal tax of 10 per cent. of the amount of net income, provided that upon the first \$4000 of this amount the rate shall be 5 per cent."

The form of the schedule provides "that there shall be levied, collected and paid a tax of every individual, or normal tax of 10 per cent. of the amount of net income, provided that upon the first \$4000 of this amount the rate shall be 5 per cent."

(a) The amount received as dividends from a corporation which is taxable under the corporation income tax is not includable.

(b) Amount received as interest upon obligations of the United States, any State or political subdivision, or any agency thereof.

(c) Income from bonds, stocks, etc., which are held for a strengthening in Liberties and the fact that the holder fails to do the same gained the day before, there was little out of the ordinary.

It is evident a buyer in the same manner as a seller may be liable for every seller, and when a stock is finally secured the purchaser always has to reach for it.

It is to be hoped that he will be able to hold his stock, which, at the present time, is about the only classification upon which the obligations may be defined.

(d) Two hundred dollars for each person other than husband or wife, dependent upon husband or wife, and upon the taxpaying person.

(e) In the case of a single person, a personal exemption of \$1000, or, in the case of the head of a family, or of married person, living with his husband or wife, a personal exemption of \$2000.

(f) Two hundred dollars for each person other than husband or wife, dependent upon husband or wife, and upon the taxpaying person.

If such dependent person is under 18 years of age, or is incapable of physically defending himself, the amount of the exemption is increased by one-half.

It is evident that this schedule is only tentative; has been recommended by the committee.

But little information has been on it.

The Day in Wall Street.

BROKERS CALLED UPON FOR LOAN STATEMENT.

BY A. P. NIGHT WIRE.

NEW YORK, Sept. 6.—Another important step towards the conservation of credits for all but essential and productive purposes was taken today when the stock exchange adopted a resolution authorizing daily investigation of its members' loans.

This action, it is generally believed, will result in a greater pronounced curtailment of speculative activity, if not a gradual reduction of brokers' loans to nominal dimensions.

Authorities of the exchange were quick to say that the situation presented nothing of a disturbing nature, but publication of the resolution was succeeded by a volume of selling in which many important stocks fell sharply, points under final quotation of the previous day.

During the morning moderate un-suspension occurred, especially in

the transportation group, because of the dissatisfaction expressed at Director-General MacArdle's form of loan contract.

Declines among season rails averaged little more than a point, however, until the extensive liquidation of the last two hours.

United States Steel bore the brunt of the onslaught as usual, suffering an extreme setback of four points to 111 1/2, a record low.

Other industrial equipments and numerous specialties forfeited two to four points, but rails recovered moderately at the end.

Shares amounted to \$20,000,000, to which the last hour's outpouring contributed almost 40 per cent.

The bond market developed a reactionary tone as stocks yielded, but losses in that division were relatively small.

United States bonds were unchanged on call.

STOCK QUOTATIONS IN NEW YORK.

(Furnished by Loew & Ryan, Members New York Stock Exchange, Van Nuys Bldg.)

NEW YORK, Sept. 6.—Following are the closing prices and high and low quotations today:

Bonds—High, Low, Adj. Asked.

14,000 Do. 95 1/2 101 1/2 101 1/2 101 1/2

500 E. C. 95 1/2 101 1/2 101 1/2 101 1/2

500 Atlantic Co. 100 1/2 101 1/2 101 1/2 101 1/2

4,000 Am. Can. 95 1/2 101 1/2 101 1/2 101 1/2

200 Allis Chalmers 95 1/2 101 1/2 101 1/2 101 1/2

100 Am. Eng. 95 1/2 101 1/2 101 1/2 101 1/2

2,100 Am. Car. & Ftr. 87 1/2 95 1/2 95 1/2 95 1/2

3,000 Am. Eng. 95 1/2 101 1/2 101 1/2 101 1/2

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Notice to Ice Consumers

During the continuance of the war, we will put into effect the following regulations:

All ice delivered to families in quantities of 30 lbs. or over will be placed in the refrigerators, provided they are ready to receive the same.

In quantities less than 30 lbs., the ice will be left on the premises at the point nearest the wagon.

All ice to commercial users will be left at or within the entrance to the premises.

All ice to apartment houses, where the managers resell to their tenants, will be delivered in bulk on the premises, but not cut up into individual pieces.

We advise all consumers, who have boxes that require block and tackle and tongs, to secure such equipment.

THE UNION ICE COMPANY.

MERCHANTS ICE AND COLD STORAGE COMPANY.

CITIZENS INDEPENDENT ICE AND COLD STORAGE CO.

JEFFERSON ICE COMPANY.

THE ICE DISTRIBUTING COMPANY.

Regardless of what your need may be

TIMES
“Want-Ads”
can help
you.

Tomorrow
“The Great Sunday Classified Section” of THE TIMES will work for several thousands of persons—it can just as well work for you.

Prepare an advertisement now. The cost will be only a few nickels or dimes—a tiny fraction of the profit you stand to make—and get it to THE TIMES as quickly as possible.

If it isn't convenient for you to bring your copy to THE TIMES office, telephone it to a TIMES ad-taker at once.

Main Office, 1st and Broadway
Branch Office, 619 S. Spring St.
Home 10391—TELEPHONES—Pico 700

Enthusiastic PARTY LEADERS CHEER FLOWERS

Congressional Candidate is Given an Ovation.

Thrills with Patriotism Big Banquet in His Honor.

Issue in Ninth District is War Versus Pacifism.

Pointing out that Congressman Randall voted against a war measure twenty-four days after the United States entered the war, Montavilla Flowers, Republican nominee for Congressman in the Ninth District, declared at a banquet given in his honor at the Union League Club last night that the American people cannot afford to take chances in selecting Congressmen this year.

“This one big issue in the campaign of the Ninth District is patriotic, and I do not believe, while the audience of 200 strong Republicans cheered, enthusiastically ‘Patriotism is the issue in every Congressional District this year. It is the issue in England, and the same in France. The Allied people must have some loyal backers in this crisis. Every man who has anything whatsoever to do with government business must be a patriot from crown to sole.”

“This is no time for personal friendships,” continued the orator. “It is the hour for putting to the severest test the mettle of every man who would aspire to public office. Charles Randall voted again at least six out of eight important war-measures and man-power bills, and when he asks us not to criticize him, let me assure you that he followed the dictates of his constituents. I do not believe we elect a man to Congress as our representative, to do and think the things we want him to do and think and not to do what he considers in him to do. I certainly doubt if Mr. Randall represented even the smallest percentage of his constituents when he voted against the right of any United States ship to cross the Atlantic carrying munitions as a part of its cargo.”

Tumultuous applause followed this candid statement of facts concerning Randall's record in Congress, and the cheering was deafening. Mr. Flowers declared that President Wilson relied upon Congressman Kahn of California to crowd the man-power bills through Congress after dozens of Democrats and Republicans had torn the Randall stripes had forsaken the President in his most trying hour.

Mr. Flowers briefly reviewed the history of the Republican party from Lincoln's administration to the close of the Taft administration, and pointed out that the first guns fired in the way of preparedness campaigning on the eve of the present war were fired by the Republicans. Charles Edward Taft, two Republicans who occupied the Presidential chair through years of great national happiness and prosperity.

“The man who would vote against the men of his country, and his country has come to war does not possess a mind fit to meet the issues of the day,” asserted Mr. Flowers. “Mr. Randall has been eliminated from Congress in the Ninth District, and after the election of the new members of the Randall stripe had forsaken the President in his most trying hour.”

Mr. Evans of Monrovia acted as toastmaster, and in turn called upon Frank Roberts of Long Beach, L. L. Losutter of Pomona, Ed Hahn of Pasadena, J. A. Allard of Pomona, Mrs. George E. Baird of Long Beach, all of whom made short talks reflecting the Republican prospects in their communities.

Mrs. George A. Barry was introduced as “the woman who has done more for Long Beach.” Mrs. Evans said that the Long Beach vote had been sewed up to such an extent that it took a female burglar to break into it. Mrs. Barry replied that her main object of campaigning there had not appeared, but was gregarious, but that she had found the Long Beach people extremely patriotic and enthusiastic, and she ventured the assertion that if the other people in the district didn't want to vote at the November election the people of Long Beach would elect Mr. Flowers to Congress on their own hook.

JOINING NAVY, HE SUES FOR DIVORCE.

FORMER FILM MAN ACCUSES WIFE OF GIVING LIQUOR TO THEIR DAUGHTER.

The charges of cruelty and intemperance made against Elisabeth Cree by Walter H. Cree, formerly division manager of a moving-picture company, and who will report for the navy today, will be strenuously resisted by Mrs. Cree when the divorce case comes to trial before Judge Valentine on the 26th inst. Mr. Cree's attorney wanted an immediate trial, but this was met by Mrs. Cree's attorney with the statement that Mr. Cree had failed to pay attorneys' fees and costs.

In her cross-complaint, Mrs. Cree alleges cruelty. The fight, however, was over the custody of the minor daughter, Betty. Cree in Judge Valentine's court yesterday Mrs. Cree finally denied the charge that she had given liquor to her daughter. This latter was the charge in a third party, and a letter read by the court stated that Mrs. Cree had not only called on her child while under the influence of liquor, but had given liquor to her.

The court admonished both parties to conduct themselves properly in the presence of the child.

ACTOR ARRESTED.

Willie Brown, moving-picture actor, and head of a school at Culver City, was taken into custody on a warrant issued by Presiding Judge Myers yesterday and released on \$100 bail charged with attempting to conceal property to avoid the processes of the court in a suit by Don Lee involving an automobile. Both were furnished by Harry Culver and F. R. Kellogg. Mr. Brown stated that the automobile was in his son's possession; that his son had gone to San Francisco, and as he returned with the machine, he would be subject to the order of the court.

NEED PERMIT TO ASK FUNDS.

New State War Donations Board Must Pass on All “Drives” Here.

R. W. Pridham, chairman of the County Council of Defense, announced yesterday that, following the action of the State Council of Defense in taking over the supervision of all war funds, no solicitation of funds for war aid will be allowed in Los Angeles county unless a permit is granted by the War Donations Board of the State Council of Defense.

Mr. Pridham stated that all applications for permits in this county must be made through the Los Angeles division, and should be directed to Chairman Pridham at his temporary location at the California Liberty Fair Office.

To prevent confusion and misdirection of effort, all officials connected with any war fund or war aid work are asked to note particularly this announcement and to make requests as early as possible so that the matter may be determined upon by the State Council of Defense in time for the conducting of any enterprise that may be termed worthy under the war organization.

EX-CONVICT TAKEN IN ALL-NIGHT FIGHT.

MAN IS SAID TO HAVE MADE FORTUNE IN PASSING BOGUS CHECKS.

Emery Salyard, accused by the police and by W. J. Burns detective as being one of the cleverest bogus-check men in the country, and who has served time in at least five prisons, was locked up in the County Jail at San Bernardino last night, following his capture after an all-night battle in the San Bernardino Mountains.

The man was traced from Portland, Or., where he had bought a forged \$1,200 check, but before he surrendered he held the detectives and sheriffs at bay all Thursday night by firing two repeating rifles, and when shot down, drew two automatic pistols. When his ammunition gave out yesterday morning he surrendered.

He will first be taken to Bakersfield, where he is wanted for passing worthless checks. The American Bankers Association places his bogus-check operations at no less than \$40,000.

He escaped last April from El Dorado State Jail, Cal., on his way to the Pacific Coast he left a trail of bad checks, it is said. Since leaving Portland he was for some time in Los Angeles, where he spent some time later with a woman companion, he left in his automobile for Colton, where he left the young woman and continued on into the mountains.

DISTRIBUTE ESTATE OF HALF MILLION.

LATE WILLIAM T. GOULD'S PROPERTY GOES TO WIDOW AND CHILDREN.

The \$450,000 estate of the late William T. Gould of Beverly Hills was ordered distributed to the widow, Mrs. Blanche Gould, and the children, Mrs. Ernestine Gould, William T. Jr., and August C. Gould, by Judge Rivers of the Probate Court yesterday. The estate was left in trust to the executor, Charles B. Gould, brother, for the benefit of the widow and the sons.

Mr. Gould was originally interested in the stocks and bonds of various corporations throughout the country. Originally he was a Chicago broker. He organized the E. B. Deming American Fisheries Company and became manager of the corporation. His brother, Charles Gould, was formerly president of the Southern California Cement Company.

The inheritance tax on the estate aggregates \$22,000. Attorneys Reed, Nusbaum and Bincaman of Oakland represented the distribution proceedings before the court.

TELLS RIGHTS OF NEUTRALS.

May Withdraw Papers to Avoid Draft, but Can Never then be Citizen.

The Netherlands Legation at Washington yesterday sent to F. J. Zeehandelaar, Netherlands Consul for Southern California and Arizona, a special notification regarding subjects of the Dutch government in connection with the forthcoming draft registration.

In accordance with instructions issued by Provost-Marshall-General Crowder, and the law on the subject, the Netherlands Legation calls attention that subjects of neutral countries who have taken out their first papers in the United States are exempt from draft, provided they notify the exemption board at registration of their desire to withdraw their declaration of becoming American citizens, and make an affidavit to that effect; but such action will never bar them from becoming American citizens.

Local boards have been instructed to suspend from July 10 the induction of neutral aliens into military service.

Giddy. HERE'S A GOAT GIVES GASOLINE

Owner Drives About on Tank Full of Her “Milk.”

Given a Flat-iron, She'd be Good Dry-cleaner.

Don't Believe it? All Right, Just You Read This.

The goose that laid the golden egg has a rival in Long Beach in a goat that gives gasoline. With the price of that necessary com-



modity on the increase, she should prove equally as popular.

Dr. W. H. Chittenden of No. 3512 East Anaheim street, Zaferia, is the owner of the valuable four-legged refinery.

When nanny was milked by Dr. Chittenden yesterday morning there was a strong odor of the well-known product controlled by John D.

The first member of the family who poured a quantity of the fluid over a dish of morning porridge and



took a taste thereof immediately announced that there must surely be a gasoline reserve on the property, and options should at once be taken on adjoining reality.

After a hasty conference and comparison of notes between members of the Chittenden household, there was no doubt what the goat's offering was three-fourths gasoline.

Dr. Chittenden poured half a gallon of the product into his automobile and motored downtown to tell his friends of the discovery. Also,



She is still hitting on all four cylinders, despite the experience.

Hamburger's ESTABLISHED 1881 Home 10063. Phones. Bdwy. 1168.

Store Open All Day, Today, Saturday, Children's Day!

The Boys' Store and the Girls' Store, are showing the splendid new Autumn merchandise. For school wear, for hours of play—all kinds of new clothes are here now. The styles have been especially created for boys and girls by master designers—no wonder the child is always proud of the apparel that "came from Hamburger's."

A Boys' Store as Complete as Mothers Could Wish

Norfolk Suits for 8 to 18 years, \$14.75. Other Suits priced from \$8.95 to \$20.00. Khaki Military Suits, 6 to 15 years, \$7.50. Tan Corduroy Suits, 3 to 8 years, \$6.75. Khaki Hats, \$1.00. Knitted Toques, 25c. Scout Felt Hats, \$2.50. Scout Belts, 65c. New Cloth Hats, \$1.50. Canvas Leggings, \$1.50. School Blouses, 85c. Sweaters, \$3.50.

A Girls' Store Brim Full of New Autumn Fashion

Corduroy Velvet Coats, 8 to 14 years, \$8.95. Attractive Gingham Frocks, 8 to 14 years, \$3.50. Warm School Dresses, 8 to 16 years, \$7.50 to \$10. White Middies, \$1.95. Middy Skirts, \$1.50. Flannel Middies, \$1.00. Coats, \$8.95 to \$15.00.

Have the School Shoes Fitted Here

They must be comfortable first—next, sturdy and long-wearing. The shoes you or girl wears have more to do with the marks they get than you realize. Hamburger's shoes know how to fit growing feet.

Shoes for Boys

English military model of black calf-skin, laced style. Sizes 1 to 6, \$4.50. English laced model of black calf-skin, laced style. Sizes 1 to 6, \$4.50. stitched wing tips, flat military heels, \$4.50. (Hamburger's—Shoe Department—Main Floor—Today)

Dear Children:

So many of you were disappointed about getting on the programme at the Red Cross and the Director is just broken-hearted about it. She wants you to be here today (Saturday) so that you can put you on the Fairyland programme for sure! All the Fairylanders are back from vacation now and it will be a big day—don't miss it. Fairyland Orchestra begins playing at two o'clock—be on time.

Your friend, THE HAMBURGER STORY GIRL.

Fairyland, 5th Street

The German artillery now seems

to have reached

the place of safety

as far as the British enter-

prise

now come under German

fire.

The Germans are

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advancing rapidly.

The British

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